

MINUTES OF THE SPECIAL MEETING OF THE
IDAHO TRANSPORTATION BOARD

January 12-14, 1983

Wednesday, January 12, 1983

The Idaho Transportation Board met in Boise, Idaho in Room 420 of the Statehouse Building at 1:00 p.m. on Wednesday, January 12, 1983. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management and Programs
L. P. Sheesley, Management Services Supervisor
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Horseshoe Bend Hill, SH-55. State Representatives Lydia Edwards and Tom Cushman and Senators David Little and Ron Beitelspacher urged reconsideration of highway project priorities to repair slides on Horseshoe Bend Hill. The legislators asked that the current study to identify alternatives be accelerated. Director Manning indicated the study should be complete in a year and in the meantime additional repairs would be made.

Blackwell Island to Mica Creek, South of Coeur d'Alene, US-95. Worley Highway District Commissioners Ray Oliver and Bill Hickman requested clarification on the width of the proposed project. SHA Green indicated that right-of-way would be purchased for four lanes but that existing traffic volumes warrant construction of only two lanes with a truck passing lane.

Joint Meeting with Senate and House Transportation Committees. The meeting was called to present committee members with an overview of financing by state, city, county and highway district representatives. A fuel tax indexing proposal as drafted by the department was supported by all entities. The Idaho Association of Highway and Good Road Districts requested that the one cent gas tax passed last year remain out of the formula. The Idaho Association of Counties supported a study of needs. Director Manning endorsed a needs study and urged legislators to keep any gas tax increase in the formula.

January 12, 1983

AAG946

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

Thursday, January 13, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Thursday, January 13, 1983. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
E. D. Tisdale, Chief of Management and Programs
Richard C. Cowdery, Division Administrator - Federal Highway
Administration

Board Minutes. The December Board Minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

February 8-9, 1983

March 9-10, 1983 - tentative

Director's Report. Idaho's FY83 obligational limitation from the Surface Transportation Assistance Act of 1982 amounts to \$72 million.

Two demonstration projects were included in the federal-aid act: \$6.5 million for reconstruction of the existing road between Granite Hill and the Swan Valley bridge in District 6, and \$2 million for a railroad relocation project in Sandpoint to eliminate railroad/highway crossings.

During a meeting with Attorney General Jones, Director Manning discussed the proposed consolidation of state attorneys. Jones will consider Manning's request to exclude ITD attorneys from that legislation.

Governor Evans presented Dennis Whitaker, District 5, with an incentive award of \$200.00 for his suggestion to install a wing extension on snow plow blades.

Only four employees traveled out-of-state during December 1982.

January 13, 1983

Hearing Officer. The Board appointed M. Karl Shurtliff as a hearing officer on administrative appeals under the Highway Beautification Act.

Mitchell Ball Property, Project No. F-FG-6471(29), US-20-191. The attorney for Mitchell Ball requested that the matter of access be reconsidered by the Board. The property owners were informed at the time of the trade that the parcel in question was land-locked. In September 1981 the Board did not approve the request to alter the access restriction described in the warranty deed. The Board again reviewed the matter, reiterated their previous opinion and denied access to the parcel. Mr. Ball will be advised that he is violating the terms of the warranty deed by continuing to enter and exit the property from the highway. (ACTION: BOARD SECRETARY)

Minority Business Assistance Center (MBAC). The Idaho Citizens for Minority Affairs (ICMA) submitted an acceptable proposal to establish an MBAC to assist minority and women-owned businesses become more involved in highway construction projects.

The Board approved the supportive service contract with the ICMA in the amount of \$58,905 for a 9-month period with the possibility of extension if results are achieved and funding is available.

Removal of a Portion of US-20, Project No. F-6471(41). As part of the relocation and construction of US-20 in Fremont and Madison counties, the section from Thornton to SH-33 in Rexburg has been completed. In accordance with Road Closure and Maintenance Agreements with Madison County and the City of Rexburg, former US-20 is to be removed from the state highway system on January 1 of the year following completion of said project.

The Board approved and signed the official minute as shown in Exhibit B-227 which is made a part hereof with like effect.

Removal of US-30 Business Route, Project No. BR-RRS-M-7181(001). In accordance with Board action of October 1976 and the agreement adopted by the City of Pocatello in August 1981, the remaining section of US-30 Business was to be removed at the completion of this project.

The Board approved and signed the official minute as shown in Exhibit B-228 which is made a part hereof with like effect.

Aeronautics and Public Transportation Administrator's Report. As requested by the Board in December, APTA Rauscher reported that the most economical and efficient means are being utilized to maintain airports and that Division of Highways personnel are being used whenever feasible. Maintenance practices will be reviewed further.

Delegation - Purchase of Property near Cole-Overland Interchange, I-84. Geoffrey Smith, a Boise realtor asked the Board

January 13, 1983

AAG946

to consider a protective purchase of the property in question. Chairman Moore said the department was not in a position to make acquisition because design of the interchange modification is unknown now. Smith admitted that potential buyers exist at this time. He accepted a letter describing the limits of the property needed for the modification.

Engineering Agreement E-123, Supplement No. 1, Project No. I-90-1(47)61, I-90. Phase 1 of the agreement has been completed at a cost of \$264.83 over the estimate. A detailed field inventory of existing power facilities indicates the original estimate for Phase 2 is low. Additional work is required for special pole designs, salvage determinations and preparation of plans and specifications.

The Board approved the supplemental increase to Agreement No. E-123 in the amount of \$41,741.83.

Acquisition of Abandoned Railroad Right-of-way, Project No. ST-6353(517), US-93. The district recommended acquisition of 50' of railroad right-of-way from Arco to 3.7 miles south of Mackay and 100' in some areas. Proposed acquisition is 136.50 acres at a total cost of \$102,375.00.

The Board authorized the staff to appraise for acquisition 50' of the railroad right-of-way and in six locations appraise approximately 100' of right-of-way where the railroad right-of-way is being used for highway rights-of-way. This would provide future right-of-way varying from 116' to 150' in width. In addition, the Board would consider offers from the railroad for the remainder of the railroad right-of-way.

Acquisition of Abandoned Railroad Right-of-way, Project No. ST-6830(520), SH-33 and SH-31. The district recommends purchase of 40' of the 100' of railroad right-of-way abandonment thereby providing a total of 120' of right-of-way for highway purposes.

The Board directed the staff to appraise for acquisition 40' of railroad right-of-way adjacent to SH-33, and to consider a railroad offer for the remainder of railroad right-of-way. The Board also authorized the staff to appraise the right-of-way on Center Street in Victor where SH-31 crosses the railroad right-of-way.

Bridge Inspections, Project No. BR-NBIS(812), Boise Area. The ongoing re-inspection of local agency bridges is in accordance with Section 144, Title 23, U. S. Code. The Board approved consultant contracts in the following amounts:

Area #1	Smith & Kangas, Engineers, Inc.	\$10,080.00
Area #2	Harold J. Cox, P.E.	10,837.00
Area #3	J-U-B Engineers, Inc.	16,789.00
Area #4	Ada County Highway District	9,745.00

Agreement with Idaho County for Appraisal Reviews, Project No. RS-4742(1), from Clearwater to SH-13. Idaho County Commissioners

January 13, 1983

asked the department to perform necessary appraisal reviews on 18 parcels to be acquired on the Sally Ann Road project. The county agreed to pay the administrative costs and any overruns.

The Board authorized the State Highway Administrator to sign the contract with Idaho County for professional right-of-way services.

Authority to Proceed with Negotiations, Project No. I-90-1(35)16, Parcel No. 56, I-90. The Board concurred with the Right-of-way Supervisor's recommendation to proceed with acquisition of the Preston L. Rutherford parcel which is in excess of \$80,000.00 fair market value (FMV) and granted additional authority to settle the parcel within 10% over FMV.

Authority to Proceed with Negotiations, Project No. I-90-1(142)18, Parcel No. 35, I-90. The Board concurred with the Right-of-way Supervisor's recommendation to proceed with acquisition of the Robert B. Echon, Jr. parcel which is in excess of \$80,000.00 fair market value (FMV) and granted additional authority to settle the parcel within 10% over FMV.

Authority to Proceed with Negotiations, Project No. I-90-1(35)16, Parcel No. 44, I-90. The Board concurred with the Right-of-way Supervisor's recommendation to proceed with acquisition of the John Sprinkle Estate parcel which is in excess of \$80,000.00 fair market value (FMV) and granted additional authority to settle the parcel within 10% over FMV.

Transportation of Abnormally Heavy and Oversize Loads. Airco Cryoplants of New Jersey documented the necessity and public interest of the transportation of an air separation facility to serve the Enhanced Oil Recovery project near Evanston, Wyoming.

The Board agreed the movement would be in the public interest as defined in the tri-state agreement with Oregon and Washington.

New Sign at Idaho's Borders. Pictorial alternatives for a new sign at the state's entrances were presented. The Board authorized the staff to work with the Division of Economic and Community Affairs on production of sign number 5, "Welcome to Idaho The Gem State" or one that is mutually acceptable.

Annual Update of Safety Rest Area Map. As required by B-05-14, an updated map showing existing and proposed roadside facilities was presented to the Board. The proposed changes reflect the department's policy of improving the quality of facilities and service at high volume "safety" rest area sites and removing low volume non-safety related sites. The following new classifications and corresponding map were approved:

Moyie River from construct class I to close, transfer or convert to turnout.

January 13, 1983

AAG946

Fort Wilson, Caldwell POE, Linder Park, Cedar Draw and Ashton from existing class I to close, transfer or convert to turnout.

North Harpster and Grasmere from construction class II to close, transfer or convert to turnout.

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 2509	Jct. SH-11 & US-12 (Greer Br.)
Project No. HES-4201(45)	and 1.5 Mile West of Jct.
US-12	Grading, drainage, base, paving,
Project length 0.3 miles	guardrail, curve improvement
Key No. 3038	Caldwell W.C.L. - Cleveland Blvd.
Project No. M-7823(007)	Seal coat
SH-19	
Project length 0.880 miles	
Key No. 2797	Simplot - Caldwell W.C.L.
Project No. RS-3712(16)	Seal and striping
SH-19	
Project length 2.33 miles	
Key No. 1592	Mackay Reservoir North
Project No. F-FR-6353(7)	Widen, plant mix and seal
US-93	
Project length 6.42 miles	
Companion to Project No. BR-F-6353(8), Key No. 2841	
Key No. 2841	Cedar Creek Bridge
Project No. BR-F-6353(8)	Replace bridge with CMP
US-93	
Companion to Project No. BR-F-6353(7), Key No. 1592	
Key No. 3083	Jct. US-95 - Moscow E.U.L.
Project No. M-7744(3)	Plant mix overlay
SH-8	
Project length 2.179 miles	

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project Nos. BR-RS-5724(1) and RS-5724(2), Key Nos. 1056 and 546 - The work consists of constructing the roadway, drainage structures, plant mix pavement and an 84' prestressed box girder bridge on 0.057 mile of SH-58 in Kootenai County, federal and state financed project. The contract was approved for award to Lakeshore Construction Co., Inc., Coeur d'Alene, Idaho the low bidder, in the amount of \$359,837.25.

January 13, 1983

Project No. M-8112(001), Key No. 1982 - The work consists of reconstructing the roadway, drainage structures, curb and gutter, sidewalk, plant mix pavement and an 11'8" concrete culvert over the "M" Canal on 0.987 mile of North Fillmore Street in Jerome County; federal and state financed project. The contract was approved for award to Nelson Sand & Gravel Co., Inc., Boise, Idaho the low bidder, in the amount of \$486,903.15.

Project No. RS-6714(2), Key No. 191 - The work consists of constructing the roadway, drainage structures, storm sewer, plant mix pavement and seal coat on 2.062 miles of Ammon-Lincoln Road in Bonneville County; federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho the low bidder, in the amount of \$935,976.10.

Project No. BR-RS-6742(19), Key No. 386 - The work consists of constructing a 22' concrete bridge over the Enterprise Canal, a 26' concrete bridge over the Farmers Friend Canal, and a 32' concrete bridge over the Harrison Canal and approaches on SH-48 in Jefferson County; federal and state financed project. The contract was approved for award to Clark Bros. Construction Co., Inc., Idaho Falls, Idaho the low bidder, in the amount of \$173,541.20.

Project No. SR-RS-2779(5), Key No. 1462 - The work consists of constructing grading, irrigation, drainage, base and plant mix on 2.16 miles of new alignment; constructing a 26' prestressed concrete bridge; widening and overlaying 2.14 miles of road on SH-46 in Gooding County; federal and state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho the low bidder, in the amount of \$1,088,875.40.

Project No. BR-F-1382(2), Key No. 1442 - The work consists of removing the bridge deck and rails of two existing adjacent bridges, modifying the existing substructure and rebuilding a consolidated 467.08' bridge; and modifying existing approaches on 0.24 miles of US-26 in Bingham County; federal and state financed project. The contract was approved for award to J & J Contracts - O. T. Davis Construction, Joint Venture, Blackfoot, Idaho the low bidder, in the amount of \$719,760.41.

Project No. M-MG-RRP-RRS-7101(007), Key No. 1624 - The work consists of constructing the roadway, plant mix pavement, curb and gutter, sidewalk and traffic signals on the Alameda Road-Pole line Road railroad crossing in Bannock County; federal and state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho the low bidder, in the amount of \$368,882.40.

Project No. FR-6353(4) and 5-A1, Key No. 1561 - The work consists of limited grading, shoulder widening, base, drainage and plant mix overlay on 8.8 miles of US-93, 20-26; and placing a plant mix overlay on 0.55 miles of campground road within the Monument Boundary in Butte County; federal and state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, Idaho the low bidder, in the amount of \$1,585,124.80.

Project No. BR-RS-4704(5), Key No. 1212 - The work consists of constructing a 204" x 106" corrugated plate pipe arch over Elk Creek, and constructing 49' and 65' prestressed concrete voided slab bridges over Meadow and Silver Creeks in Idaho County; federal and state financed project. The contract was approved for award to Weaver Construction Co., Union, Oregon the low bidder, in the amount of \$628,219.10.

FHWA Motor Carrier Safety Program. Frank York presented an overview of the FHWA motor carrier safety program. The new highway bill includes a provision for a program at the state level. Administrator Cowdery recommended the department consider providing the state funds to match the federal funds (80-20) to establish such a program.

Winter Maintenance on SH-21. Petitions delivered to Director Manning urged the Board to keep SH-21 between Grandjean and Stanley open during the winter. The department continues to evaluate that possibility.

Truck Audits. Complaints received by the Idaho Motor Transport Association involve notification procedures on truck audits. The Chief of Motor Vehicles will evaluate current procedures. (ACTION: CHIEF OF MOTOR VEHICLES)

Irrigation Water on Public Highways. The Board supported the proposed legislation by the Idaho Association of Highway and Good Road Districts to alleviate the damage to public highways and danger to the driving public when irrigation sprinklers spray water on the highway.

WHEREUPON, the Board meeting recessed at 5:00 p.m.

Friday, January 14, 1983

The regular meeting of the Idaho Transportation Board reconvened at 9:45 a.m. on Friday, January 14, 1983 in the Statehouse for the presentation of the FY84 department budget to the Joint Finance-Appropriations Committee (JFAC).

In his remarks, Chairman Moore said "inflation and declining revenues have taken a terrible toll on our ability to rehabilitate our highways. New federal legislation combined with increasing costs of maintenance will require an equivalent gas tax increase of two cents to match federal funds available to Idaho. Our budget presentation today is set at a level of a two-cent fuel tax increase with certain other assumptions....

...I speak for the entire board in recommending a minimum of a five-cent equivalent.... That is the minimum level that allows us to keep from falling further behind in our highway deterioration rates. The additional funding would be applied to state-funded construction contracts for improvement of existing highways.

January 14, 1983

Bold and innovative steps are needed to halt the steady decline of highway support in Idaho. Motor fuels taxes should be based upon a maintenance index, not a fixed rate per gallon. In addition, new approaches are needed to augment funding for highway improvements and preservation. In the long term, consideration should be given to the concept of using general funds for non-highway functions traditionally supported by the highway users fund.

Of equal concern to the Board is the rapid decline in airport revenues.... We must have money to match Federal funds to provide grants to local governments for needed air access.

The Board supports the requested increase in fuel tax and the airman and aircraft registration fees...."

Following Chairman Moore's comments, Director Manning gave a detailed budget presentation.

Representative Gurnsey, Co-chairman of JFAC, complimented the Director on his usual excellent presentation and thorough knowledge of complex department operations.

WHEREUPON, the Board meeting adjourned at 11:30 a.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
February 8, 1983
Boise, Idaho

AAG946

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

February 8-9, 1983

Tuesday, February 8, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 2:00 p.m. on Tuesday, February 8, 1983. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management and Programs
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The January Board Minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

March 9-10, 1983
April 13-14, 1983 (tentative)
May 17-20, 1983 - North Idaho Board Tour

Relinquishment of a Portion of Former US-26, Project No. FAP 120-E. The Gooding Highway District requested relinquishment of the right-of-way associated with a section of former US-26 west of Gooding. Maintenance was assumed by the Highway District following construction in 1939 but the right-of-way was never relinquished to them.

The Board relinquished that portion of former US-26 described in Exhibit B-229 which is made a part hereof with like effect.

Board Policy B-09-02, URBAN LIMITS AND FUNCTIONALLY CLASSIFIED HIGHWAYS. The proposed revision continues to recognize citizen input but does not mandate public hearings before urban boundaries and functional classification of highways are established or revised.

The Board approved and the Chairman signed the revised policy B-09-02.

1982 Employee Safety Program. In cooperation with the department's policy to promote employee safety to reduce accidents and the severity of accidents, safety training courses have been accelerated. Industrial accidents are down over 60% in the last two

February 8, 1983

years while vehicular accidents have risen in FY82 due to exposure of equipment during winter operations.

Annual Certification of Funds to the State Auditor. In compliance with 40-137, Idaho Code, the Board certified to the state auditor of the receipt, budgeting and expending of funds received from tax or fees on motor fuels, registration and operation of vehicles in the state.

Reciprocity Agreements on Commercial Vehicle Registrations. The Bureau of Motor Vehicles negotiated with Indiana and agreed that for 1983 Indiana baseplated carriers will have the option of purchasing trip permits or full fee registrations for travel in Idaho. Idaho baseplated carriers will travel in Indiana without payment of registration fees. Idaho and Indiana will negotiate a proportional registration agreement for Indiana carriers beginning with registration year 1984. The Georgia reciprocity agreement has been reinstated pending further study of the possible impact upon the agricultural community.

The Board authorized the Bureau to continue negotiating with Indiana on the proportional registration agreement.

Commercial Vehicle Audits. Bureau Chief Howard Hill described the existing auditing practices. He believed the present system of notification of pending audits is adequate. The Board asked that the notification letter be revised to include those types of records which would be included in the audit. (ACTION: CHIEF OF MOTOR VEHICLES)

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 451	Fairview & Eagle Road
Project No. HES-3790(6)	Signal & intersection improvement
SH-55	
Key No. 2492	Karcher Jct. - US-30
Project No. HES-7963(011)	Intersection improvement &
US-30	install actuated signal
Project length 0.60 miles	
Key No. 504	Caldwell Section, Stage 4
Project No. I-80N-1(78)27	Grade, drain, base, plant mix,
I-84	concrete paving, signalization,
Project length 1.920 miles	illumination and fencing
Companion to Project No. IR-84-1(8)26, Key No. 3009	
Key No. 3009	Caldwell Section Landscaping
Project No. IR-84-1(8)26	Intersection improvement
I-84	
Project length 1.9 miles	
Companion to Project No. I-80N-1(78)27, Key No. 504	

February 8, 1983

AAG946

Key No. 1404
 Project No. HES-7581(001)
 I-15

Couplet (Meridian Street)
 Blackfoot
 Intersection improvement

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. I-IR-180-1(8)1, Key No. 129 - The work consists of widening roadway, ramp modification and signalization at the Franklin Road I.C. of I-184 in Ada County; federal and state financed project. The contract was approved for award to Boise Paving & Asphalt Co., Boise, Idaho, the low bidder, in the amount of \$217,755.02.

Stockpile No. 2624, Key No. 2160 - The work consists of furnishing cover coat material, road mix and anti-skid material in stockpiles at the Kendrick Maintenance Yard and Source No. Lt-133-s in Latah County; state financed project. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder, in the amount of \$90,640.00.

Stockpile No. 3597, Key No. 2439 - The work consists of furnishing 1/2" aggregate for road mix, cover coat material Type I (modified) and sanding material in stockpiles at Weiser stockpile site, left of and adjacent to US-95, M.P. 85.5 in Washington County; state financed project. The contract was approved for award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$119,850.00.

Project No. I-80N-1(74)44, Key No. 1150 - The work consists of constructing the roadway, drainage, plant mix pavement, and illumination on 0.355 miles of Interstate ramp in the southeast quadrant of the existing Meridian interchange, I-84 in Ada County; federal and state financed project. The contract was approved for award to Rock Contractors, Inc., Meridian, Idaho, the low bidder, in the amount of \$121,947.84.

IR-80N-3(74)200, Key No. 1984 - The work consists of removing a portion of existing asphalt concrete surface and placing a plant mix pavement and seal coat on 7.66 miles of I-84, Kasota Road I.C. to Burley I.C. in Minidoka County; federal and state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$696,463.00.

Project No. IR-80N-3(77)171, Key No. 2485 - The work consists of constructing a sewage lagoon, access road and drain fields, including sumps, pumps, piping and electrical service, complete in place at the Jerome rest area facilities in Jerome County; federal and state financed project. The contract was approved for award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$168,295.56.

Design Public Hearing, Project No. I-90-1(115)60, West Wallace - East Wallace, I-90. The hearing was held in Wallace on January 4 and 5, 1983 with the majority favoring the basic design presented. The Wallace City Council endorsed the basic design features and made twelve specific and nine general design requests.

After reviewing the testimony, the Board approved the basic design as presented at the hearing and asked the staff to consider the practical requests made by respondents.

Interchange Design Concepts, Project No. I-IR-84-1(12)45, Eagle Road Interchange, I-84. FHWA approval of access at Cloverdale on I-84 eliminates the necessity for a loop ramp in the southeast quadrant of Eagle Road interchange.

The Board approved the recommendation to design the Eagle Road interchange as a diamond interchange with a loop ramp in only the southwest quadrant.

Authority to Trade Real Property, Project No. FH-15-D(1), SH-9. When the Princeton-Harvard Highway District acquired right-of-way for present SH-9 in late 1930, the deeds were never recorded. They were found in late 1980 and recorded by the department. A local property owner discovered his buildings extend into the right-of-way by 1.5 feet. He proposed that we quitclaim the land described in the deed and he would quitclaim the existing right-of-way, except the land covered by the encroachment, to the department.

The Board agreed and executed a quitclaim deed in favor the present owners of the disputed tract.

Grant of Easement, Project No. I-IG-80N-3(32)138, Parcel No. 16, I-84. The department intends to combine several small pieces of property on the south side of US-26 between the Union Pacific tracks and I-84 east of Bliss. Prior to disposal, to preserve the property owner's access, it is necessary to grant an easement for access across the parcel.

The Board concurred and executed a non-exclusive easement in favor of the Harbaughs.

Acquisition of Railroad Right-of-way between Richfield and Ketchum. The Interstate Commerce Commission has issued a certificate of public convenience and necessity permitting abandonment of Union Pacific's Ketchum Branch from Richfield to Ketchum. The certificate is permissive and gives the railroad until August 2, 1983 to exercise the authority granted by the certificate. Attorney Leonard Hill further briefed the Board on ramifications involved in abandonment and acquisition.

The Board authorized the staff to prepare a declaration as to what constitutes embracing railroad land in a public highway system.

February 8, 1983

AAG946

Authority to Initiate Condemnation Proceedings. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
HHS-3782(7)	1	Pearl M. Nyborg, et.al.	SH-69
I-90-1(15)16	2	Duane A. Daugharty, et.al.	I-90

Request for Temporary Reduction in Rent, Project No. Q-I-184-1(1)4, Parcel No. 1, I-184. The property owner requested a temporary reduction in rental payments for one year beginning August 1, 1983.

While acknowledging the difficult economic conditions, the Board denied the request based on the conditions of the lease and because the rent now paid amounts to less than 6% return on the property value.

Columbia River Channel Alterations. The Corps of Engineers will conduct a hearing on the proposed narrowing to 2,000 feet and deepening to 55 feet of the mouth of the Columbia River. The Board Chairman will draft testimony favoring the proposed alterations.

WHEREUPON, the Board recessed at 4:50 p.m.

Wednesday, February 9, 1983

The Idaho Transportation Board reconvened in regular session in Boise, Idaho in the Transportation Building at 1:10 p.m. on February 9, 1983. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 Roy I. Stroschein, Member - District 1
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 Worthie M. Rauscher, Aeronautics and Public Transportation Administrator

Director's Report. Of the department's proposed state legislation, over half have been introduced. Specific bills were discussed.

At the annual TRB meeting, Director Manning was honored as outgoing Chairman. During his term, two major changes were implemented. First, the TRB position within the National Academy of Sciences was elevated to that of an independent unit interfacing directly with the National Research Council's Governing Board. Second, with the Governing Board's encouragement, TRB will take a more active role in transportation policy studies.

February 9, 1983

While attending AASHTO's Policy Committee meeting, the Director discussed with FHWA and UMTA representatives effects of the Surface Transportation Assistance Act of 1982.

Out-of-state travel by employees during January was noted by the Board.

Proposed North Idaho Board Tour, May 1983. The Board approved the itinerary as outlined but requested the tour begin on Tuesday, May 17 and continue through Thursday evening, May 19. A suggested dinner meeting with the Washington Transportation Commission on Wednesday evening in Spokane was approved.

Bear Lake County Airport, Project No. 5-SP-0027-05. This lighting project will consist of new medium intensity runway lights, taxi and ramp reflectors, 1000 watt airport beacon and a new segmented circle and windsock standard. Bear Lake County will provide force account and volunteer installation labor, electric service entrance, electrician, construction equipment and operators.

A \$12,000 grant for the proposed system based on 50% state participation as recommended by the Aeronautics and Public Transportation Advisory Board was approved by the Board.

Lemhi County Airport, Salmon, Project No. 5-SP-0032-05. The proposed project is identical to that approved for Bear Lake County.

The Board approved the recommended \$12,000 grant for the lighting system based on a 50% participation with Lemhi County.

Buhl Airport, Project No. 5-SP-0005-03. The proposed project includes low intensity runway lights, taxiway and ramp reflectors, a 500 watt airport beacon and a new segmented circle and windsock standard.

As recommended by the Advisory Board, the Board approved the \$11,000 state grant based on 50% participation with the City of Buhl.

Pullman/Moscow Regional Airport, Project No. 3-53-0051-02. The proposed planning was scheduled to be included as a part of Project No. 3-53-0051-01 previously approved. However, the FAA decided to allow the total available entitlement allocation for construction and award a second grant for planning from discretionary funds. Estimated costs are:

<u>Federal</u>	<u>Washington</u>	<u>Idaho</u>	<u>Local</u>	<u>Total</u>
\$45,000	\$1,650	\$1,650	\$1,700	\$50,000

The Board approved the state allocation of \$1,650 as recommended by the Advisory Board.

Fremont County, Project No. 5-SP-04314.A-01. The Fremont County application represents a joint effort by the county and

cities of St. Anthony and Ashton to initiate development of a replacement facility. The first phase will include an analysis of need and preliminary investigation of proposed new sites in addition to an analysis of potential use and value of the existing site at St. Anthony. Also considered will be an effort to have a site within Fremont County placed on the federal system.

A \$5,000 grant was approved by the Board to begin work on the outlined initial phase.

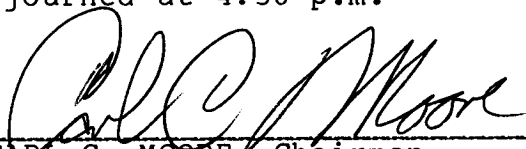
Coeur d'Alene Air Terminal, Project No. 3-16-0010-01. An extension to a grant approved in April 1982 covers reconstruction of the apron area, paving a maintenance road, installation of security fence and land acquisition.

The Board approved the recommended increase of \$4,600 bringing the total grant in force to \$11,750.

Meeting with FHWA Administrator Ray Barnhart. Chairman Moore covered several areas of interest to the department: Interstate 15 withdrawal and substitution; request for discretionary bridge funds for the Oldtown Bridge; and reallocation of Public Lands funds for a paving project on US-26 near the AEC site.

Also discussed was the outlook for redistributing FY83 obligational authority after August 1, 1983. The continuing freeze on obligation authority has put Idaho in a "Catch 22" position. The authority must be used on non-Interstate programs to maintain a minimal level of rehabilitation and reconstruction, but this precludes obligating full Interstate apportionments thus causing a lapsing situation and also preventing Idaho from applying for much needed Interstate discretionary funds to complete the Interstate gap closures by 1991.

WHEREUPON, the Board meeting adjourned at 4:30 p.m.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and approved
 March 9, 1983
 Boise, Idaho

February 9, 1983

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 9-10, 1983

Wednesday, March 9, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Wednesday, March 9, 1983. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The February Board minutes were approved as distributed.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

April 13-14, 1983
May 17-20, 1983 - North Idaho Board Tour

Director's Report. The three cent gas tax increase bill passed the House 35 to 33. The Board discussed the possibility of passage in the Senate.

Two employees traveled out-of-state during the month of February.

The data communications network will be expanded to include Ports of Entry. Eleven POE sites will be equipped with CRT terminals to provide truck registration information.

In his presentation to the Idaho Highway Users Conference on March 9, Ray Barnhart, USDOT Federal Highway Administrator, defended the increases in fuel tax and registration fees contained in the Surface Transportation Assistance Act of 1982.

FHWA Division Administrator Dick Cowdery and Deputy Regional Administrator Glen Green met with Governor Evans and urged him to accept the new federal truck inspection program. They recommended that it be placed in ITD because of existing support systems.

Clifford C. Hinkley was reappointed by Governor Evans to a three-year term on the Aeronautics and Public Transportation Advisory Board.

March 9, 1983

AAG946

Director Manning met with State Senator Kiebert and north Idaho chip haulers to discuss issues of mutual concern. The meeting was the first in a series to expand communication with the trucking industry.

Employee meetings will be held in the districts after the legislature adjourns to exchange information on programs and personnel matters.

Legal Report. Of the 44 pending legal cases, 14 are condemnations. Three cases are pending in the Supreme Court: Scroggie, Murphy and Farber.

State Highway System Business Loops and Spurs. The staff researched business loops and spurs as requested by the Board in December. The twelve presented during this meeting include:

- I-15 business loop in Pocatello
- SH-53 and SH-41 spurs in Rathdrum
- SH-81 spur to I-84 in Cassia County
- US-2 spur in Sandpoint
- US-95 business spur in Genesee
- US-95 spur in Weiser
- US-95 spur on Lewiston Hill
- US-95 business loop in Cottonwood
- SH-52 spur in Payette
- US-30 business loop in Lava Hot Springs
- I-84 business loop in Hammett

The Board asked that the US-2 spur in Sandpoint and the SH-52 spur in Payette be included in the North Idaho Board Tour itinerary. (ACTION: BOARD SECRETARY) The Board inquired about the possibility of removing the US-95 business route in Payette (extending northerly from the SH-52 spur via 8th Street and 3rd Avenue to a junction with US-95) from the state highway system.

The Board also requested an evaluation of the Weiser bypass route. A location study and improvement project should be considered. They also asked for an evaluation of removing US-95 northerly from West Idaho Street to the proposed bypass connection. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

Engineering Agreement No. E-121, Supplement No. 2, Project No. I-90-1(47)61, Wallace, I-90. International Engineering Co. (IECO) is under contract to design a railroad bridge over Canyon Creek which is tied to the interchange ramp structures by concrete retaining walls. It is prudent to have IECO design both structures because of their proximity and could be combined into a small contract to advertise early and help deter the depressed conditions in Wallace.

Subject to completion of all administrative procedures, the Board approved the supplemental engineering agreement with IECO in the cost plus fixed fee amount of \$34,595.00.

March 9, 1983

Bridge Inspection Agreements, Project No. BR-NBIS(812), Districts 4 and 5. The ongoing reinspection of local agencies' bridges is in accordance with Section 144, Title 23, U.S. Code. The Board approved agreements with the following consultants at a cost of approximately \$0.06/sq. ft.

Harper/Morgan Associates, Inc. - 57 bridges	\$ 3,488.52
JUB Engineers, Inc. - 167 bridges	\$15,976.38
Edwards, Howard & Martens - 162 bridges	\$13,268.22
Bob Butler, Bingham County Engineer - 128 bridges	\$12,016.08

Engineering Agreement No. E-128, Project No. F-3271(43), Spring Valley-Horseshoe Bend, SH-55. A consultant selection committee negotiated with three firms for a engineering route feasibility study on SH-55 in the area of Horseshoe Bend Hill. Completion date of the study will be January 1, 1984.

Subject to completion of all administrative procedures, the Board approved Engineering Agreement No. E-128 with McCarter & Tuller/HNTB/Northern Testing Lab at a cost plus fixed fee amount of \$409,021.53.

Acquisition of Railroad Right-of-way, SH-75, Between Richfield and Ketchum. The Board analyzed the information presented by the staff and acknowledged the possibility of future highway needs in that corridor.

The Board authorized proceeding with negotiation for acquisition of railroad right-of-way required for highway purposes, and consideration of a railroad offer for acquisition of the total package. Upon abandonment of railroad land by the Union Pacific, the Idaho Transportation Board shall, by declaration, embrace the same within the highway system of the State of Idaho.

Quitclaim Deed, Project No. RS-1811(4), US-30. The realignment of the Pegram Road where it connects to US-30 will eliminate the need for approximately 1,600 feet of northerly portion of the old road. Bear Lake County is acquiring the right-of-way necessary for the current project. The old right-of-way is still in the state's name and must be conveyed to the county.

The Board approved and signed the quitclaim deed to Bear Lake County.

Location Approval, Project No. F-3112(42), Devil's Elbow, US-95. A location public hearing was held in Weiser on February 10, 1983. After reviewing the testimony and staff recommendations, the Board selected the East Modified Alternative because it had the most favorable cost/benefit ratio, least mileage, least interference with traffic during construction, and next to the least farmland affected. The Board's decision is shown in Exhibit C-200 which is made a part hereof with like effect.

FY83 Section 18 Nonurbanized Area Public Transportation Program of Projects. The Board approved the program of Section 18 projects as shown in Exhibit C-201 which is made a part hereof with like effect.

Exchange Deed, Project No. ST-5152(538), Permit No. 1-83-52, SH-3. New property owners wish to construct an approach at a different location than shown on the deed but never built. The Board approved and signed the access exchange deed for C. C. Beck, Sr.

Camping and Rest Areas. The present policy states that rest areas are safety stops and not intended for camping. The department plans to post the policy rules in all rest areas. Signing for problem rest areas will be made available. The Board adopted the proposed posting as outlined.

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 2379	Elephant Butte South, Stage 4
Project No. F-3111(35)	Grade, drain
US-95	
Project length 5.4 miles	
Companion to Key No. 2990, Project No. FL-11-1(7)	
Key No. 3064	Sugar Factory Road - Golf Course
Project No. HES-2864(16)	Road
SH-25	Left turn bays
Key No. 2325	4 Miles NE Copeland Jct. -
Project No. F-FR-5116(51)	Eastport
US-95	Seal coat
Project length 11.56 miles	
Key No. 2389	Cedar & 4th, 5th & Church, 2nd &
Project No. HES-5116(47)	Pine - Sandpoint
US-95	One-way couplet sign bridges
Key No. 1071	Main Street - Ashton
Project No. RS-6801(4)	Grade, drain, base, curb & gutter
SH-47	plant mix, seal coat & lighting
Project length 0.341 miles	
Key No. 41	UPRR Depot Demolition - Wallace
Project No. I-90-1(47)61	Demolition and removal of UPRR
I-90	depot

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. M-8103(001), Key No. 898 - The work consists of constructing the roadway, concrete pavement, drainage structures,

March 9, 1983

12' concrete box culvert extension and evaporation pond on 1.012 miles of SH-51, Mountain Home to I-84 in Elmore County; federal and state financed project. The contract was approved for award to Nelson Sand & Gravel Co., Inc., Boise, Idaho, the low bidder, in the amount of \$944,757.00.

Project No. HES-3271(34), Key No. 1801 - The work consists of removing existing beam-type guardrail and placing concrete guardrail at various locations of SH-55 in Boise and Valley Counties; federal and state financed project. The contract was approved for award to Alexander Construction Co., Nampa, Idaho, the low bidder, in the amount of \$93,110.00.

Project No. RS-5721(2), Key No. 1960 - The work consists of constructing the roadway, drainage structures, placing plant mix pavement and signing on 2.635 miles of Worley North (Cave Bay Road) in the Worley Highway District in Kootenai County; federal and state financed project. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder, in the amount of \$765,633.60.

Project Nos. M-7744(3), SR-RS-4800(14), BR-M-7744(1) and M-7564(006), Key Nos. 1892, 379, 1891 and 2390 - The work consists of placing a plant mix overlay, leveling course, widening and seal coat on 8.14 miles of SH-8, Jct. US-95 - Moscow ECL; constructing the roadway, drainage structures, plant mix pavement, curb and gutter, sidewalk, metal bin-type retaining wall and a 35' concrete prestressed slab bridge at Paradise Creek on SH-8; constructing the roadway, aggregate base, plant mix pavement, drainage structures, pipe culvert installation, concrete curb and sidewalk on Line Street between SH-8 and Warehouse Drive in Latah County; federal and state financed project. The contract was approved for award to Poe Asphalt Paving, Inc., Clarkston, Washington, the low bidder, in the amount of \$1,193,194.40.

Project No. IR-84-3(2)216, Key No. 2596 - The work consists of placing a seal coat on 5.71 miles of I-84 in Cassia County; federal and state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$289,265.00.

Project No. STM-1481(578), Key No. 2275 - The work consists of furnishing and applying a seal coat on approximately 6.6 miles of US-30 from Georgetown to the SCL of Bennington, MP 423.5 to 430.1 in Bear Lake County; state financed project. The contract was approved for award to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$100,213.35.

Project No. HES-6501(28), Key No. 2330 - The work consists of rebuilding shoulders, widening roadway and seal coating full width on 2.2 miles of US-26 in Bonneville County; federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$396,907.10.

Project No. HES-M-7406(006), Key No. 2812 - The work consists of constructing a railroad underpass, temporary railroad shoo-fly and timber trestle railroad underpass, and approximately 0.36 miles of city street consisting of plant mix pavement, seal coat, storm drainage facilities, illumination and traffic signals on 17th Street - Yellowstone Avenue from Snake River to Rollandet Avenue in Idaho Falls in Bonneville County; federal and state financed project. The contract was approved for award to Harcon, Inc., Pocatello, Idaho, the low bidder, in the amount of \$1,172,815.90.

Delegation - Idaho Association of Good Roads and Highway Districts. Ray Oliver, Executive Secretary-Treasurer of the Association acted as spokesman for the group in requesting the Board to consider increasing the allocations to local units of government in the following funding categories:

- Federal-aid secondary program from 50 to 60%;
- Bridge replacement and rehabilitation program from 25 to 35%;
- Hazard elimination program from 25 to 35%; and
- Rail-highway crossing program from 25 to 35%.

Mr. Oliver also asked the Board to consider reinstating the ability for local units of government to use federal money to match preliminary engineering. The staff will investigate the requests and report to the Board at the April meeting. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS and CHIEF OF HIGHWAY DEVELOPMENT)

Delegation - Representatives of Trucking Industry. Jim Pingree of Star Motor Freight in Lewiston, Brad Littlefield of Louisiana Pacific in Moyie Springs, Bob Kafka of KMC Transport Inc. in Caldwell, and Clay Handy of Handy Truck Line in Heyburn spoke of matters of interest to the trucking industry. All were concerned about an apparent lack of communication in recent years between the industry and the department. The merger of motor vehicle functions in July 1982, particularly the auditing operation, concerned the truckers. Suggested solutions included realigning priorities, reassessing the function of transportation, increasing cooperation and communication, and publishing more information.

Chairman Moore requested that all complaints be adequately documented and submitted to the department for analysis. A report would then be presented to the Board for further consideration. Director Manning announced the department's intent to meet locally with truckers after the legislative session.

Delegation - State Representative Richard Adams, Grangeville, SH-13. Rep. Adams urged the Board's consideration of reconstructing Harpster Grade on SH-13. Some preliminary engineering has been done but the project is not included in the six-year primary program. Rep. Adams also requested assistance in alleviating a potentially serious problem where children cross a narrow bridge on SH-13. The

district will evaluate the possibilities and report during the April meeting. (ACTION: DISTRICT 2 ENGINEER)

WHEREUPON, the Board meeting recessed at 4:00 p.m.

Thursday, March 10, 1983

The Board reconvened at a breakfast meeting on March 10, 1983 at 7:30 a.m. at the Red Lion Downtowner in Boise. The following people were present:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator

Delegation - State Senator Ron Beitelspacher, Grangeville, US-12. Senator Beitelspacher urged the Board to consider eliminating the overlegal permits on US-12 in order to reduce traffic accidents. Chairman Moore cited accident statistics which indicate that only 5% of the truck traffic on US-12 operates on overlegal permits. Only 1.8% have been involved in accidents. Senator Beitelspacher asked for an identification of persistent violators on US-12. Accidents will be categorized and reported on during the April Board meeting. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Completion of the draft environmental impact statement on US-12 is expected within a few months. The Senator suggested that after the draft is published, regional public meetings be held with Chairman Moore in attendance to provide a forum for proponents and opponents of improvements on US-12.

WHEREUPON, the Board meeting adjourned at 9:00 a.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
April 13, 1983
Boise, Idaho

March 10, 1983

AAG946

SUPPLEMENT TO THE MARCH 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

March 25, 1983

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on March 25, 1983, the State Highway Administrator obtained approval to advertise the following project:

Key No. 2831
Project No. BR-F-6471(90)
US-20

Henry's Fork Bridge - Ashton
Abutment repair, traffic control



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
April 13, 1983
Boise, Idaho

March 25, 1983

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

APRIL 13 - 14, 1983

WEDNESDAY, APRIL 13, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation building at 8:45 a.m., on Wednesday, April 13, 1983. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 Roy I. Stroschein, Member - District 1
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The March Board minutes were approved as distributed to the Board Members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

May 17 - 20, 1983 - North Idaho Board Tour
 June 30 - July 1, 1983
 August 10 - 11, 1983 (Tentative)

Director's Report. The first regular session of the 47th Idaho Legislature appears close to adjournment. Eight house bills including proposed increases in airmen and aircraft registration fees and a split registration fee on trucks are in the Senate Transportation Committee and have not been placed on the agenda by the chairman. House Bill 246 was amended in the Senate to provide a two-cent increase in gas tax. That legislation is expected to be signed by the Governor on April 14. That bill contains an emergency clause and would become effective upon his signature. House Bill 281, setting diesel tax at the same rate as gasoline, has been enacted and will become effective on July 1, 1983.

Meetings were held with Jim Pingree, President of the Idaho Motor Transport Association and with representatives of the Andrus Distributing Company regarding trucking activities on Idaho highways. A settlement was reached with attorneys for the Blick Trucking Company on audit findings.

Safe pilot banquets were held in Boise, Twin Falls, Pocatello, Idaho Falls, Coeur d'Alene and Lewiston during the last three weeks of March.

April 13, 1983

AAG946

The majority of out-of-state travel by employees during March involved technical meetings.

The certified manpower total as of March 1983 is 1,708 employees.

The Board was advised that George Neumayer is on a temporary part-time special management assignment for the Idaho State Horse Racing Commission. It is expected that assignment should be completed by mid-May.

Delegation - Commission for the Blind, Food Service at Rest Areas. John A. Cheadle, Deputy Director for the Commission for the Blind requested Board authorization for installation of vending machines at rest areas on the interstate. The pilot program would include two vending machines located within a chainlink area at the Blacks Creek rest area on I-84. The machines would be monitored daily for vandalism, litter pickup and product protection. The Board approved the pilot project as outlined.

Mr. Cheadle also requested consideration of establishing a mobile unit during daylight hours at the Huetter rest area on I-90. Chairman Moore indicated that information from the FHWA on implementing Section 111 of the Surface Transportation Assistance Act of 1982 excludes any form of personal salesmanship in the dispensing of an article or product.

Delegation - Caldwell Chamber of Commerce, Interchange on I-84 Near Caldwell. Roger Horton, Executive Director of the Caldwell Chamber of Commerce, was interested in pursuing an interchange at Ustick Road on I-84 between Caldwell and Nampa. Chairman Moore indicated that while the Ustick Road interchange location has been authorized by the Federal Highway Administration, it is not yet included in the state's six-year Interstate 4R program.

Chairman Moore indicated that any interchange would be funded with a majority of federal money. State funds, however, are needed to match those federal funds and he encouraged the Chamber members to contact their local legislators for support on state funding increases.

Delegation - Division of Economic and Community Affairs, Highway Map. David Porter, Administrator of the Division of Economic and Community Affairs, presented pictorial exhibits for the Board's consideration in using the back of the state highway map for promotional purposes. The Board approved the concept and asked Porter to work with the Transportation Department's staff.

Relinquishment of a Portion of Former US-20-26. Existing US-20-26 beginning at a junction with US-93 southeasterly to a point approximately two miles east of Arco was constructed in 1956 under Project No. ST-1381(502). Former US-20-26 was removed from the state highway system by official minute at the November 1956 Board

meeting. However, that action did not specify relinquishment of control and appurtenant right-of-way to local jurisdiction.

The Board approved and signed Exhibit B-230 effecting said relinquishment and which is made a part hereof with like effect.

Agreement with University of Idaho, Project No. BRF-5116(43) Bonners Ferry Bridge, US-95. The contract provides data to evaluate the design of post-tensioned steel girders and deck. The Board approved the agreement with the University of Idaho using construction engineering funds for a maximum of \$70,000.

New "Type of Work" Definitions for Highway Improvement Projects. Definitions have been changed to expand the data collecting and reporting capabilities. With the new classifications, projects can be readily assigned to meaningful categories acceptable to federal and state criteria. The Board was provided the new definitions for their information and familiarity.

Interstate Six-Year Development Program, FY83-89. The Surface Transportation Assistance Act of 1982 authorized an annual national amount of \$4 billion for FY84-89 for completion of the interstate system. Idaho's apportionment factor for the distribution of interstate funds starting in FY84 will increase from the minimum .5 percent to .705 percent for an additional \$7 million per year.

The Board reviewed management's recommended Interstate Six-Year Program through 1989 and deferred approval until May to allow further review.

Interstate 4R Six-Year Development Program, FY83-89. As a result of the increased taxes at the national level and the passage of the Surface Transportation Assistance Act of 1982, the interstate 4R program was increased more than any other program. Idaho received \$7.7 million in federal funds for FY82 for this program. This was increased to \$18.3 million in FY83 and \$33.3 million by FY87. The funds were allocated to the districts for the selection of projects based on pavement needs, interstate cost estimates, annual vehicle miles of travel and lane miles.

After reviewing management's recommendation, the Board deferred approval of the 4R program until May in order to review the program more thoroughly.

Primary Six-Year Development Program, FY83-89. Funds available for the primary program including match for the balance of FY83 and FY84 total \$27 million with an annual amount of approximately \$20 million thereafter. After earmarking \$8 million as set-aside funds for the Board to use to fund major projects, the balance was allocated to the districts based on lane miles, vehicle miles of travel and highway needs. The Board discussed management's recommended primary development program and deferred approval until May 16 to allow a more thorough evaluation of the projects presented.

Discretionary Program, FY84-86. A new discretionary program was developed to keep better track of projects with unique funding sources that do not fall within other program categories. The program covering FY84-86 includes Public Lands projects, major bridges and demonstration projects.

The Board deferred approval of the new Discretionary Program until May.

Critical Bridge Six-Year Development Program, FY83-89. Bridge replacement and rehabilitation projects were reviewed and prioritized on a statewide basis with consideration given to sufficiency ratings, maintaining companion projects and balancing anticipated funding for state and local projects.

The Board deferred approval of management's recommended Critical Bridge Program until May.

Status Report on the State Railroad Grade Crossing Protection Fund. In accordance with Board Policy B-19-06, a status report was submitted to the Board for their review. The Board accepted the report as presented.

Proposed Revision of Extra-Length Route Designations. The route evaluation for extra-length designation procedure was developed about a year and a half ago. Improvement of existing data and some program changes gave staff the confidence to designate all of the state highway system for the appropriate extra-length use, and to recommend withdrawal of designation on a few non-qualifying routes.

The Board reviewed the proposed routes but deferred action until federal designations could be thoroughly reviewed.

Bridge Analysis and Rating System, Project Number M/E V. Federal bridge replacement funds depend upon Idaho maintaining a system to accomplish the bridge inspection program to federal standards. The department has participated in this AASHTO and FHWA approved program since its inception. It is the only professionally maintained analysis system known. In addition to general program maintenance, this year's contract would provide new coding procedures to describe error output messages, modifications for new bridge specifications to current AASHTO analysis standards, inclusion of additional bridge types, correcting program malfunction, and reducing computer space and run time.

The Board approved participation in this program in the amount of \$12,000 from April 1, 1983 to March 31, 1984.

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 2931
 Project No. IR-84-3(11)136
 I-84
 Project length 4.60 miles

East Bliss - West Bliss
 Repair travel lane and seal

Key No. 1320
 Project No. F-FR-1382(5)
 US-26
 Project length 7.0 miles
 Companion with Key No. 1319 Project No. FL-38-1(3)

11.58 Miles E Jct. US-20-26,
 M.P. 278.67 - 290.25
 Seal coat, 0.4' plantmix and spot
 reconditioning

Key No. 2394
 Project No. IR-15-2(42)92
 I-15
 Project length 19.300 miles

W Blackfoot IC-Bonneville Co Line
 Seal coat travel lanes

Key No. 1458
 Project No. BR-F-6471(93)
 US-20

Lindsay Blvd. IC, Idaho Falls
 Deck repair (westbound structure)

Key No. 2356
 Project No. BR-RS-6801(5)
 SH-47

Warm River Railroad Overpass,
 near Ashton
 Remove structure, grade, drain,
 base, surface

Companion with Key No. 1751, Project No. FH-62-1(1), Robinson Creek
 and Warm River Bridge

Bids. The Board acknowledged action of the State Highway
 Administrator in accordance with Board Policy B-14-05 on the follow-
 ing construction bids.

Project Nos. F-FR-6353(7) and BR-F-6353(8), Key Nos. 1592 and
 2841 - the work consists of constructing shoulder widening, grading,
 drainage structures, plant mix overlay and seal coat on 6.46 miles
 of US-93, M.P. 115.54 - 120.0; removing a timber bridge and
 installing a pipe culvert, constructing and removing a detour road,
 and restoring main road on US-93, M.P. 111.82, in Custer County;
 federal and state financed project. The contract was approved for
 award to Western Construction, Inc., Boise, Idaho, the low bidder in
 the amount of \$779,913.35.

Project No. DP-F-6471(76), Key No. 442 - the work consists of
 construction 5.955 miles of roadway, concrete paving, drainage,
 irrigation structures, frontage roads, one concrete canal culvert,
 three concrete structures, and one post-tensioned box girder bridge
 on US-20 in Fremont County; federal and state financed project. The
 contract was approved for award to Bannock Paving Company, Inc.,
 Pocatello, Idaho, the low bidder in the amount of \$5,940,407.54.

Project Nos. STM-15-1(511)63, and STM-15-2(506), Key Nos. 2393
 and 2946 - the work consists of furnishing and applying a seal coat
 on approximately 15.7 miles of I-15, M.P. 63.7 to 66.8 and M.P. 80.3
 to 92.9 in Bannock and Bingham counties; state financed project.

April 13, 1983

AAG946

The contract was approved for award to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$152,201.00.

Project Nos. RS-3712(16) and M-7823(007), Key Nos. 3039 and 2797 - the work consists of seal coating 2.541 miles of SH-19 west of Caldwell in Canyon County; federal and state financed project. The low bid was more than 10 percent over the engineer's estimate. The post bid review of items revealed the engineer's estimate was established from statewide average unit prices, and more consideration should have been given to existing conditions. After reviewing the justification, the contract was approved for award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder in the amount of \$99,821.00.

Project Building No. 4501, Key No. 2741 - the work consists of constructing a 50-foot by 208-foot 8-inch concrete and masonry building (Alternate No. 1) or a concrete and rigid frame building (Alternate No. 2) in Twin Falls County; state financed project. The contract was approved for award of Alternate No. 2 to World Enterprises Ltd., Nampa, Idaho, the low bidder in the amount of \$379,000.00.

Project Building No. 3292, Key No. 2724 - the work consists of constructing a 112-foot by 50-foot concrete and metal rigid frame type maintenance building at Idaho City in Boise County; state financed project. The contract was approved for award to Bob Madden Construction, Inc., Caldwell, Idaho, the low bidder in the amount of \$185,456.00.

Project No. RS-6801(4), Key No. 1071 - the work consists of reconstructing the roadway, constructing storm sewer, plant mix pavement, seal coating and curb and gutter at various locations on 0.341 mile of SH-47, Ashton Main Street in Fremont County; federal and state financed project. The low bid was more than 10 percent over the engineer's estimate. After analyzing the engineer's estimate and the four low bids versus District Six's bid analysis letter, it was the consensus of Contract Administration that the storm sewer, excavation and borrow were underestimated. Based on the justification the contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$433,203.55.

Project Nos. HES-4201(45) and HES-4201(47), Key Nos. 2509 and 881 - the work consists of constructing the roadway, aggregate base, plant mix pavement, pipe culvert installation, concrete guardrail and widening for left turn bay on 0.65 mile of US-12, Jct. SH-11 and US-12 and 1.5 miles west of Jct., and for the work of constructing the roadway, aggregate base, plant mix pavement, pipe culvert installation, and guardrail on 0.26 mile on US-12; also, widening and plant mix overlay on 4.63 miles of US-12, Peck to Orofino in Nez Perce, Clearwater and Lewis counties; federal and state financed project. The low bid was more than 10 percent over the engineer's estimate. After analysis of the estimate, it was determined that not enough consideration was given to handling aggregates, traffic

control, a restricted bridge near the source and riprap. Revising the estimate to reflect the unanticipated handling costs for aggregates and sorting the riprap would increase the engineer's estimate to within 5 percent of the low bid. The contract was approved for award to Inland Asphalt Company, Spokane, Washington, the low bidder in the amount of \$1,118,118.10.

Acquisition of Abandoned Railroad Right-of-Way, Project No. ST-2342(503), US-20. The district recommended purchase of the 100 feet of railroad right-of-way to supplement the highway rights-of-way which will provide areas for widening US-20 in the future and source of materials for borrow.

The Board authorized the district to negotiate with UPRR Company to purchase the fee land for the appraised price, and make a request for a quit claim deed for the grant land at no cost.

Local Federal-Aid Funds. At the March meeting, Ray Oliver requested consideration for increasing the allotment of federal-aid funds available to local units of government. The staff evaluated the possibility of increasing the allocations on the federal-aid secondary systems, the bridge replacement program, hazard elimination and rail/highway crossing program.

The only factors available for comparison of the state and local federal-aid secondary highway systems were mileage and travel. Local government has 62% of the total FAS mileage on its system while the department has 63% total vehicle miles traveled on its system. Based on staff analysis, the Board retained the 50-50 distribution between state and local agencies on the federal-aid secondary system. This results from applying 50% weight to mileage and 50% to total vehicle miles. The Board approved an increase to 35% for the bridge replacement program. The hazard elimination and rail/highway crossing program allocations will be based on priority regardless of the system; i.e., there is no limit. If local governments are unable to utilize all funding available, provision will be made to allow use of the excess by the department on its highway system.

Sanitary Sewerline Easement, Project No. S-3778(1), City of Garden City. Garden City requested an easement for a 10-inch sewerline across the department's bullpen storage area located on the west side of Glenwood Street on the south side of the Boise River. The request was for a donation of the easement since the project is being done on an LID and the other property owners concerned are donating the right-of-way. The Board concurred and executed an easement in favor of the City of Garden City.

Warranty Deed, Project Stockpile Site 009-0189, US-12. The purchase price of the stockpile source was partially offset by a trade of two lots. The Board concurred with the Right-of-way Supervisor's recommendation and executed a warranty deed in favor of Carlene J. Brinkley granting ownership of the two lots in the Village of Myrtle.

Authority to Initiate Condemnation Proceedings. The Board signed the Order of Condemnation on the following parcel:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-5115(12)	1	Gordon Tate, et ux	US-95

Studded Snow Tires. The Hertz Rent A Car company requested Board consideration of extending the removal date for studded snow tires. In checking with the Maintenance Supervisor and District Engineers, it was determined that no justification existed for extension of the April 15 removal date.

WHEREUPON, the meeting recessed at 4:45 p.m.

THURSDAY, APRIL 14, 1983

The meeting reconvened at 9:00 a.m. on April 14, 1983 in the Transportation Building, Boise, Idaho. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 Roy I. Stroschein, Member - District 1
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary
 Richard C. Cowdery, Division Administrator - Federal Highway Administration

Commercial Vehicle Delinquent Accounts. Since the merger, new procedures have been adopted regarding commercial vehicle delinquent accounts. The Board was given a copy of the new procedures for reference. Board approval is necessary to write off accounts that are not collectible due to bankruptcy, beyond the statute of limitations or for other reasons. The amount of \$186,074.98 was assessed from 1977 until the merger in July of 1982. An itemized accounting was presented by Motor Vehicle Bureau Chief, Howard Hill.

The Board approved those accounts recommended for write off.

Ports-of-Entry Concept of Operations and Master Plan. There are presently ten fixed ports, sixteen satellite ports and four roving teams with portable weigh stations. Fixed ports provide the ability to carry out peripheral activities but are the most expensive to operate and the least effective in controlling overweight vehicles. Satellite ports permit a more comprehensive and effective program; however, present satellite ports with fixed scales are subject to vandalism.

A Ports-of-Entry Management Concepts Task Force reviewed current procedures and the enforcement plan. The task force presented its conclusions in a report entitled, "Idaho Ports-of-Entry Concept of Operations and Master Plan." The plan calls for seven fixed ports and 61 satellite ports. The latter will consist

April 14, 1983


of a paved area with necessary access configuration, a power source if feasible, and a communication link. All other equipment will be brought to the site in a self-contained unit including portable power and lights when necessary.

The projects required to implement the POE master plan would qualify for funding under the Interstate 4R, Federal-Aid Primary and Federal-Aid Secondary programs.

The Board discussed the various proposed locations and asked the POE Manager to evaluate a location south of US-2/US-95 junction for a possible port facility. (ACTION: POE MANAGER)

The Board approved the Idaho Ports-of-Entry Concept of Operations and Master Plan and authorized implementation of the projects outlined in the master plan according to priorities developed in coordination with the District Engineers.

WHEREUPON, the Board meeting adjourned at 11:30 a.m.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and approved
 May 16, 1983
 Boise, Idaho

AAG946

April 14, 1983

REGULAR MEETING AND NORTH IDAHO TOUR
OF THE IDAHO TRANSPORTATION BOARD

MAY 16-19, 1983

MONDAY, MAY 16, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 1:00 p.m. on Monday, May 16, 1983. Present were:

Carl C. Moore, Chairman - District 3
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G.K. Green, State Highway Administrator
Richard C. Cowdery, Division Administrator - Federal Highway
Administration

Board Minutes. The April Board Minutes were approved as distributed to the Board Members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

June 30 - July 1, 1983
August 10 - 11, 1983 - Tri-Agency Meeting at 1:30 p.m. on
August 11
September 7-8, 1983
October 17-20, 1983 - East Idaho Board Tour

Department Project Priorities. District 3 Engineer Sacht requested an audience with the Board to explain his concerns about the Department's project priorities. He presented his views in a letter. Chairman Moore explained the factors used by the Board in establishing the programs.

Six-Year Development Programs for Interstate, Interstate 4R, Primary, Secondary, Critical Bridge and Urban Systems, FY 83-89. The Board reviewed the six programs again and approved the programs as shown in Exhibits C-202 through C-207 respectively, which are made a part hereof with like effect.

Director's Report. The Director, State Highway Administrator and Personnel Supervisor conducted employee meetings in Headquarters and Districts. Employees appeared to be most interested in the benefits package recently contracted with Blue Shield of Idaho.

The State Legislative Policy Group met and evaluated proposed legislation for submission in 1984. It is expected that the two aeronautics revenue producing bills will be resubmitted in addition to the limited commission for POE officers.

While the Director did not attend the AASHTO Policy Committee meeting on May 13, he did support a national third structure tax

May 16, 1983

(ton/mile) for trucks on the basis of its equitability and consistency with the "use" concept vis-a-vis registration fees and permitting.

The Director met with east Idaho truckers on May 4 to discuss truck safety programs, title procedures and truck taxes. Meetings will be scheduled with government and industry representatives to resolve procedural problems in titling vehicles previously titled in another state.

The Board reviewed the manpower report for April 1983.

The East Idaho Board Tour was scheduled for October 17-20, 1983. The itinerary as outlined by the Board Secretary was approved and will be distributed to the appropriate District Engineers.

Department audits and program evaluations during 1982 were noted by the Board Members.

Materials Source No. Bg-90-s, Project No. FL-38-1(3) and F-FR-1382(5), US-26. Prior to 1974 the material source in question was purchased and held in reserve for the resurfacing of US-20-26. The source is currently used for agricultural purposes and in 1974 was zoned agricultural through zoning ordinances by Bingham County. The county zoning board is now reluctant to rezone the land or grant a conditional use permit for its use as a materials source.

The Board declared that Materials Source No. Bg-90-s is a part of the Idaho transportation system, having statewide importance; and that it is necessary for the resurfacing and maintenance of US-26 from M.P. 272 to M.P. 305 between Blackfoot and the junction of US-20.

Hearing Officer for Appeals Concerning Mileage and Fuel Tax Assessments. The Board appointed M. Karl Shurtliff as hearing officer to hear administrative appeals from findings of audits of motor carriers concerning mileage and fuel tax audits.

Potential Removal of Segments of Business Routes in Payette and Weiser. Payette City Council unanimously voted in favor of removing US-95 business route extending northerly from the SH-52 spur, via 8th Street and 3rd Avenue.

The Weiser City Council supported construction of the bypass route to be followed by removal of existing US-95 extending northerly from West Idaho Street to the proposed bypass connection. The council requested a public information meeting prior to considering the matter further.

The Board directed District 3 Engineer to initiate a systems action public hearing for the proposed action in Payette. He was also directed to arrange a public information meeting in Weiser with the expectation that subsequent events would be the initiation of a systems/location public hearing and inclusion of the bypass project in the program. (ACTION: DISTRICT 3 ENGINEER)

May 16, 1983

AAG946

Extension of Internship Program Contract through FY83. The contract with BSU Mathematics Department has been successful in providing high quality work in the Program Control Section. The work covered by this agreement will continue the support needed to update the various data bases and operate the pavement management systems model, the highway needs model, the highway investment analysis package, the highway performance monitoring system and various statistical reports, and develop computer programs for the inventory equipment used by the Department.

The Board extended the internship program contract with Boise State University for a total cost of \$82,828.41; funding to be included in the FY83-84 HPR annual work program.

Weight Control on US-2, US-95, and SH-200. After the Board requested an evaluation of Port of Entry locations in District 1, the problem was reviewed with a POE Senior Inspector and the District 1 Engineer.

Montana has a Port of Entry at Libby, Montana on US-2. Since both Idaho and Montana have passed a joint POE bill, it is recommended that the Department evaluate combining the Montana and Idaho operations.

SH-200 and US-95 join just north of Sandpoint. If the Department acquired the abandoned railroad right of way, it could change the junction, allowing the placement of a POE facility between the two highways which would provide weight control for both roads.

The Board considered and approved the recommendations as proposed.

Idaho County Airport, Grangeville, Project No. 5-16-0015-01. Engineering and land acquisition costs brought the total project to \$984,000. The maximum federal funds available amount to \$888,889; Idaho funding would be 5% of that amount less previously paid funds under Project No. 5-SP-00015-05 for front-end design work. The proposed work remains essentially the same except that only a partial parallel taxiway would be constructed.

The Board approved an allocation of \$15,000 for the reconstruction project in Grangeville.

Challis Municipal Airport, Project No. 3-16-0009-1. The Challis Airport requires some major improvements due to a recent unexpected population growth in the area. An FAA planning grant of \$25,800 is being undertaken to determine the needs of the airport. Idaho's share of that planning study would be \$1,290.

The Board approved the requested allocation of \$1,290 for the study.

St. Anthony Airport. The City of St. Anthony has proposed a \$26,500 seal coat project to preserve the present airport runway until an airport can be constructed at a new site.

The Board approved, subject to the availability of funds, an allocation of \$13,250 for a chip seal coat.

Capital Assistance for Elderly and Handicapped Transportation. The review and selection committee recommended full funding for twelve applications and a reduced level of funding for the thirteenth application from private, non-profit organizations for elderly and handicapped transportation. The total estimated project cost amounts to \$204,177.

The Board approved the following applicants for funding as recommended by the review and selection committee under the UMTA 16(b)(2) program.

Owyhee County Senior Citizens, Inc.
 Banana Belt Senior Citizens, Inc.
 W.I.R.C.C.O.A.
 Area Agency on Aging
 Shoshone County Seniors
 Bingham County Seniors
 Franklin County Senior Citizens, Inc.
 Shelley Senior Citizens, Inc.
 Caribou County Senior Citizens, Inc.
 Lava Hot Springs Seniors
 New Day Products
 Ada County Association for Retarded Citizens, Inc.
 South Park Group Home

The Board requested an explanation of the 16(b)(2) program and criteria used for funding projects. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

State Highway Administrator's Report. SHA Green attended the WASHTO spring workshop in Portland. Some activity has been experienced in the WASHTO states for contract maintenance. While the Board expressed an interest in this alternative to staffing, the Chairman basically expressed a negative reaction to this concept.

Nevada is operating a fuel card monitoring system and indicates a pay back within three years. Idaho considered this concept before, but determined the costs to be excessive.

Many states expected contractors to sue for MBE activities, where federal law requires 10 percent of a contract to be allocated to minority business enterprises.

The consultant for the Horseshoe Bend Hill study located an artesian condition within Slide Number 6 that may be able to be drained.

State Highway 21 opened for traffic on May 13, 1983.

May 16, 1983

AAG946

A written report of construction and maintenance of concrete pavement versus asphalt pavement was submitted to the Board per their request. The staff will continue to evaluate surfacing problems and modify correction procedures as technology and experience dictate.

Status of Federal and State Law on Truck Size. Idaho has allowed the use of extra-length double and triple combinations up to 105 feet by permit on designated routes since 1965. The operation of these units has resulted in the state taking a serious analytical look at the state highway system in terms of its ability to accommodate the extra-size vehicles without unduly jeopardizing the traveling public. Idaho has protested and requested FHWA de-designation of the following routes for operation of 48-foot semi-trailers as provided for in the Surface Transportation Assistance Act of 1982, and contained in the policy statement published in the April 5 Federal Register, FHWA Docket Number 83-4 (Notice Number 3).

US-2 - Washington State Line to Sandpoint; Bonners Ferry to Montana State Line.

US-12 - Lewiston to Montana State Line.

US-26 - Idaho Falls to Wyoming State Line.

US-93 - Salmon to Montana State Line.

US-95 - Weiser to Grangeville; Moscow to Coeur d'Alene, Bonners Ferry to Canadian Border.

The Board approved the recommendation to advise the trucking industry, the trailer manufacturing industry and the general public that limiting legislation will be sought. The Board also approved advising them against manufacturing or acquiring equipment that may not be allowed. The industry will also be advised against using certain routes for the long semi-trailers because of the safety problem involved.

The Board concurred in proposing state legislation during the next session to limit the routes where the long semi-trailers can be used.

Grandfather Right for Continued Operation of Semi-Trailers Exceeding 48 Feet in Unit Length. The Surface Transportation Assistance Act of 1982 specified minimum semi-trailer lengths and required no state shall maintain or enforce limitations which would prohibit the use of trailers or semi-trailers in actual and legal operation on December 1, 1982.

House Bill 119 amending Section 49-913, Idaho Code, enacted by the Idaho Legislature in 1983 limits semi-trailers to 48-foot unit length. Criteria is required to establish grandfather rights for continued operation of semi-trailers exceeding the 48-foot length

limitation established by HB119. The Board approved the following criteria for grandfather permits:

- 1) The operation must have existed prior to the enactment of HB119: April 15, 1983.
- 2) The semi-trailer exceeding 48-foot unit length must have been operated within a 65-foot combination length and, if permitted, shall continue to be operated within a 65-foot combination length.
- 3) The application shall state the intent to comply with Section 49-913, Idaho Code as amended by HB119, and a tentative schedule of compliance shall be submitted with the application for grandfather right, whether it be by wear-out of existing equipment, modification, or any other method of eventual compliance.

Revision of ITD Rule No. 39.02.05.8, Legal Weight Limits. Idaho agreed with the other WASHTO states in 1981 to adopt uniform truck axle weight and spacing limits. In order for Idaho to comply, it would be necessary to increase slightly the axle limits in the shorter axle spacing range of the table. The increases will not stress existing bridges beyond acceptable limits. Proposed legislation in 1983 was resisted by the trucking industry due to another aspect of the bill. No resistance appears to exist to raising the present limits in this range.

The proposed change would:

- 1) Eliminate column B, the axle limits based on 18,000 single and 34,000 tandem, which was rendered obsolete by adoption of 49-901A, Idaho Code in 1972.
- 2) Eliminate column I, one of the five axle columns which is redundant.
- 3) Increase allowable limits on axle spacings in the shorter range.

The Board approved the revision to Rule Number 8 on Legal Weight Limits and directed the Board Secretary to process the change through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Revision to ITD Rule No. 39.02.05.9, Special Permits. The recommended changes to the Special Permit Rule are primarily needed clarifications of some points and necessary adjustments to the rule due to the centralization of permits.

The Board approved the minor changes to Rule Number 9 on Special Permits and instructed the Board Secretary to proceed with adoption under the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 1600 Project No. HES 3782(7) SH-69	Jct. SH-69 & Overland Rd. #1 - Boise Signal & intersection improvement
Key No. 2481 Project No. HES-7063(005) SH-44	SH-44 & Pierce Park Lane - Boise Improve intersection & install actuated signal
Key No. 968 Project No. BR-F-4201(31) US-12 Project length 0.4 mile	Big Canyon Creek Replace bridge & approaches
Key No. 217 Project No. BR-F-4171(2) SH-3	Howard Gulch Structure Replace structure
Key No. 1489 Project No. F-FR-3112(49) US-95 Project length 9.80 Miles	North Cambridge - North Widen, plant mix overlay & structure extension
Key No. 488 Project No. M-7231(007) US-91 Project length 0.86 Mile	I-86 IC - Highway Ave. - Chubbuck Grading, drainage, base, plant mix, curb and gutter, traffic control
Key No. 3031 Project No. RS-1811(4) FAS-1811 Project length 0.061 Mile	Pegram Road Approach - US-30 Roadbed and surface

Location and Design Hearing, Banks to Lowman, Forest Highway
24. A location and design public hearing was held at Crouch, Idaho, on April 21, 1983, concerning the location of FH-24 from Sweet Creek (17 miles east of Banks) to Lowman, a distance of 16.6 miles. The hearing also covered the design of the easterly three miles from Deadwood River to Lowman.

Testimony at the hearing predominantly favored improvement of the north alignment essentially on existing roadway with twelve-foot travel lanes. The majority of mail-in testimony favored that same alternative. A resolution from Boise County Commissioners recommended crossing the river on a new alignment for five miles, then crossing back for 11.6 miles. The project would be discussed later in the meeting.

Engineering Agreement for Bridge Inspections on the Local Systems, Project No. BR-NBIS(812). The on-going reinspection of local agencies' bridges on a statewide basis is in accordance with Section 144, Title 23, U.S. Code. The District proposed to distribute the work of bridge inspections in Benewah and Bonner

May 16, 1983

Counties and Eastside Highway District in Kootenai County among three experienced consultants. Only one of the consultants required Board approval since the agreement exceeded \$10,000.

The Board approved an engineering agreement with JUB Engineers of Coeur d'Alene in the amount of \$13,232.88.

Waiver of Funding Policy from Clark County, Project No. RS-6862(5), Dubois to Kilgore. Clark County requested a waiver of the six-year funding policy to construct the proposed project in FY84. The county has adequate local funds to cover the local share of costs to match either Clause A or Clause B funding.

As recommended by the Acting Local Roads Supervisor, the Board waived the policy for said project and approved construction in FY84, to be funded under Clause A from uncommitted funds withdrawn from other counties.

Release of Easement, Project No. I-80N-3(23)142, Parcel No. 23, I-84. Due to a change in land use, the proposed road and turn-around were not constructed as was the intent in 1973 as a part of the acquisition for right-of-way. The easement, however, was recorded and is now a cloud on the title to the property.

The Board concurred with the Right-of-Way Supervisor's recommendation and executed a release of the easement.

Authority to Initiate Condemnation Proceeding. The Board signed the Order of Condemnation on the following parcel:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
M-7433(003)	15	Paul and Sharon Revere	US-20, US-26, US-30

Forest Highway and Public Lands Funding. It appears that the Banks to Lowman project (Key No. 1121, \$2.1 million for Deadwood River east to Lowman, excluding the bridge) would not be ready in FY83. The Board approved substituting up to \$1.5 million in Forest Highway funds for Key No. 475, St. Joe River paving and the remainder on Key No. 3307, paving on Deary-Yale, SH-9.

The Board approved applying for Public Lands funds for FY84 in the amount of \$2.5 million for the Banks to Lowman project, Key No. 1121. This amount would be matched by Forest Highway Funds in the same amount. Because the Board was concerned about future Public Lands projects and funding, they made no additional commitment until the staff had performed a long-range analysis of needs and presented a funding scheme for Public Lands funds at the August meeting.

(ACTION: DIRECTOR, STATE HIGHWAY ADMINISTRATOR & CHIEF OF MANAGEMENT AND PROGRAMS)

NORTH IDAHO TOUR OF THE
IDAHO TRANSPORTATION BOARD

TUESDAY, MAY 17, 1983

The following individuals departed Boise at 8:00 a.m. on Tuesday, May 17, 1983:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. Keith Green, State Highway Administrator
W. W. Sacht, District 3 Engineer
M. Eldon Green, Regional Administrator - Federal Highway Administration

Delegation - Fruitland. Traveling on I-84 and US-95 the group drove to Fruitland and met with State Senator Roger Fairchild who expressed displeasure over the possible delay of the bypass project. Chairman Moore explained the project was still under consideration and that it, in fact, may be delayed due to funding limitations. The Senator would be advised of the Board's decision.

Senator Fairchild asked if the Board could spend more time in his area. The Board agreed to include Parma, Sand Hollow and Fruitland on the District 3 tour which may be scheduled in August. (ACTION: BOARD SECRETARY)

From Fruitland the tour continued on US-95. At Tamarack, the Board requested that unsafe operations on the highway be eliminated. The District 3 Engineer will contact the mill to resolve the problem. (ACTION: DISTRICT 3 ENGINEER)

District 2 Engineer Jim Clayton joined the group at the District line. DE Sacht returned to Boise.

The project south of Grangeville was viewed for the first time by many in the group.

Delegation - Winchester City and Lewis County Representatives. Officials requested assistance with paving the street leading to the Winchester State Park. The staff outlined procedures for qualifying for a Federal-Aid Secondary project. A local project appeared preferable. The District 2 Engineer will estimate project costs and provide a project description. (ACTION: DISTRICT 2 ENGINEER)

DE Clayton described the proposed Lawyer's Canyon alignment.

Meeting with Lewiston Chamber of Commerce. Questions were asked about the status of area projects. Chairman Moore reiterated the Board's primary goal of providing a continuous system on US-95 linking north and south Idaho. Jim Pingree of Star Motor Freight

May 17, 1983

questioned load limits on the Red Barn Cutoff west of Grangeville and urged an adequate bypass at that location.

Director Manning urged input from all citizens affected by any project.

Chairman Moore described distribution of recent state and federal funding increases. In explaining the ability to match federal funds Eldon Green said that Idaho was not unique in being unable to match all available funds.

The environmental assessment on US-12 is expected to be published in the next few weeks.

WEDNESDAY, MAY 18, 1983

Delegation - Use of Right-of-way on US-12 West of Orofino.
Dwain Carlson requested permission from the Board to use highway right-of-way for parking at a proposed truck stop/motel complex west of Orofino on US-12. The Board denied the request emphasizing the Board's policy on prohibiting the use of highway right-of-way for private purposes. It is expected that eventually the highway will be widened and the total right-of-way will be needed.

The tour continued from Lewiston on US-95. District 1 Engineer Merle Harding joined the group at the District line and DE Clayton returned to Lewiston.

Delegation - Projects South of Coeur d'Alene on US-95, Mica Hill to Mica Flats. At the time of the public hearing, the ultimate design which is four lanes was presented. While right-of-way will be acquired for four lanes and the four-lane grade built, only three will be paved initially. Ray Oliver of the Worley Highway District opposed stage construction. He requested that an informational meeting be held to explain the project's design. His request was denied but it was suggested that he can work through District 1 Engineer Harding to provide information to the local residents.

From Coeur d'Alene the tour continued to Wallace on I-90 and then returned to Coeur d'Alene to stay overnight.

Meeting with Washington Transportation Commission. Six of the seven members of the Washington Commission, three staff members and the Washington FHWA Division Administrator dined with the Board and staff. Washington had a six-cent gas tax increase; four cents to be effective July 1, 1983 and the remaining two cents to be effective July 1, 1984. The meeting provided an excellent opportunity to renew acquaintances and discuss items of mutual concern.

May 18, 1983

AAG946

THURSDAY, MAY 19, 1983

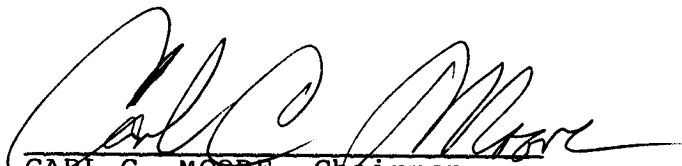
Driving north from Coeur d'Alene on US-95 the Board met in Sandpoint with the Mayor and Chamber representatives.

Delegation - Sandpoint. Mayor Cupan cited progress of the memorandum of understanding with the city, state and railroads regarding track relocation through the City of Sandpoint. Chairman Moore, in discussing local projects, explained the Board's emphasis of channeling more resources to reconstruction and rehabilitation.

The tour continued on US-95, through British Columbia and returned to Bonners Ferry on SH-1 and US-95.

Delegation - Bonners Ferry. The Mayor requested permission to use the concrete abutment at the south end of the old bridge upon completion of the new bridge. Director Manning suggested the City submit plans for evaluation. Local residents expressed appreciation for the East Fork highway improvement. The Mayor talked of confusion with fuel bonds. Manning described the legislative changes effective July 1, 1983 and indicated he would look into the bonding procedures. (ACTION: DIRECTOR)

The north Idaho tour officially ended in Sandpoint at 4:00 p.m.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 30, 1983
Boise, Idaho

May 19, 1983

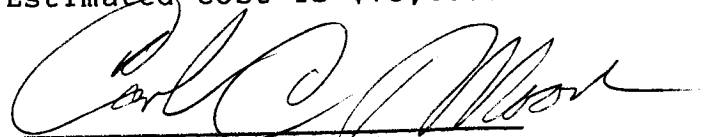
SUPPLEMENT TO THE MAY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

May 27, 1983

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on May 27, 1983, the Chief of Highway Development obtained approval to proceed with the following:

Supplement No. 2, Engineering Agreement No. E-128, Project No. F-3271(43), Horseshoe Bend Hill Location Study, SH-55. Information from recently drilled vertical holes indicates that an approximate 30' sand layer exists on top of a slippage plain. It is possible to drain the water from the sand and stabilize the slide area.

Northern Testing Laboratories will drill six vertical holes and hire a driller with appropriate equipment to drill the horizontal holes. Estimated cost is \$75,000.00.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 30, 1983
Boise, Idaho

SUPPLEMENT TO THE MAY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

May 31, 1983

Through telephone contact with Board Chairman Carl C. Moore and Member Roy I. Stroschein on May 31, 1983, the Board Secretary obtained approval for the following:

Sale of 40,000 cu. yds. of pit run material from Materials Source No. Jf-17 to Flood Control District #5 in Terreton, Idaho for use in flood control diking north of Mud Lake in the amount of \$3,000.00.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 30, 1983
Boise, Idaho

May 27 & 31, 1983

AAG946

SUPPLEMENT TO THE MAY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

June 3 & 6, 1983

Through telephone contact with Board Chairman Carl C. Moore on June 3, 1983, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on June 6, 1983, the Board Secretary obtained approval to adopt the following rules on an emergency basis effective June 6, 1983:

Rule No. 39.01.32.1 - Computation of Mileage Use Fees.
Trucking companies operating motor vehicles designed such that the configuration of vehicles can change (e.g. drop a trailer from a triple or double trailer combination), can report and pay the mileage use fee based upon the reduced gross weight of the remaining vehicles.

Rule No. 39.01.32.4 - Restricted Driver's License. This rule gives the Department authority to issue a restricted driving permit to a person with a license suspended for certain conviction to drive to and from work and for family care.

The Board finds it necessary to adopt these rules on an emergency basis for the following reasons:

Rule No. 39.01.32.1 - It is essential to enable the trucking industry in this state to take full advantage of the flexibility allowed by changes in vehicle configuration without undue financial hardship.

Rule No. 39.01.32.4 - It is necessary for the safety of the traveling public to establish a proper basis for the issuance or denial of restricted licenses to those whose driver's license have been suspended or revoked.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 30, 1983
Boise, Idaho

June 3 & 6, 1983

SUPPLEMENT TO THE MAY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

June 8 & 10, 1983

Through telephone contact with Board Chairman Carl C. Moore on June 8, 1983 and Vice Chairman Lloyd F. Barron on June 10, 1983, the Chief of Management and Programs obtained approval to make application for FY84 Public Lands funds for the following projects in the Discretionary Program, FY83-86:

- Deadwood River - Lowman, Key No. 1121, Project No. FL-3824-1(), Local M.P. 21.57-25.27, FH-24, reconstruction: bridge, grade, drain, base & pave - \$2,500,000.

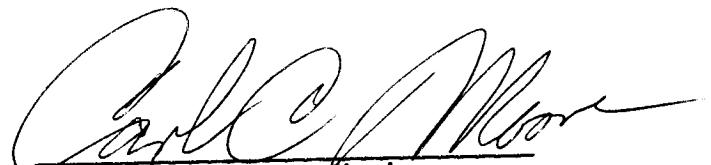
Companion Forest Highway Key No. 3076, FH-24 - \$350,000.

- Nevada Stateline to N. Boundary Duck Valley Indian Reservation, Key No. 1494, Project No. FL-34-1() SH-51, M.P. 0.0-11.4, base & surfacing - \$2,070,000.

Companion Primary Project No. F-FR-3341(7), Key No. 2302, Grasmere North & South - \$310,000

- Trail Creek Road North & South, Key No. 3316, Project No. FL-35-3(), US-93, M.P. 122.0-129.2, minor widening & resurfacing - \$950,000.

Companion Primary Project No. F-FR-6353(6), Key No. 1596 - \$100,000.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 30, 1983
Boise, Idaho

June 8 & 10, 1983

AAG946

SUPPLEMENT TO THE MAY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

June 13, 1983

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on June 13, 1983, the Board Secretary obtained approval to advertise the following project:

Key No. 3073
Project No. IR-15-1(88)22
I-15

8.6 Miles North of Malad
- Peck Slide
Repair roadway slide area



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 30, 1983
Boise, Idaho

June 13, 1983

SUPPLEMENT TO THE MAY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

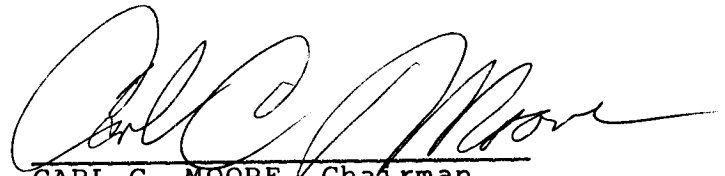
June 15, 1983

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on June 15, 1983, the Board Secretary obtained approval to adopt amendments to Rule No. 39.02.05.9 on an emergency basis effective June 15, 1983.

Contractors and log haulers identified a condition of economic hardship and hazard to the traveling public due to the inability to obtain, in a timely manner, single trip permits for non-reducible loads up to 50,000 pounds per tandem axle. These amendments allow for annual permits for said movement on specified (purple) routes.

39.02.05.9,21,03 (page 16) - Provides for the issuance of annual overweight permits, formerly limited to 25% overweight, to the normal maximum overweight limit of 40% overweight. The carrier will be able to start movements earlier where they formerly had to wait until the permit office was open to obtain a single trip permit.

39.02.05.9,41,04,2 (page 33) - Requires mileage report of the 25% and 40% overweight movements separate from legal weight miles.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 30, 1983
Boise, Idaho

June 15, 1983

AAG946

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

JUNE 30-JULY 1, 1983

THURSDAY, JUNE 30, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9 a.m. on Thursday, June 30, 1983. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice-Chairman - District 2
 Roy I. Stroschein, Member - District 1
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 Worthie M. Rauscher, Aeronautics and Public Transportation
 Administrator
 Richard C. Cowdery, Division Administrator - Federal Highway
 Administration

Board Minutes. The minutes for the May meeting and North Idaho Tour were approved as corrected.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

August 10-11, 1983 - Tri-Agency Meeting at 1:30 p.m. on
 August 11.

September 7-8, 1983

October 17-20, 1983 - East Idaho Board Tour

Director's Report. Subsequent to his meeting with the Federal Aviation Administration, the Director received notification that the FAA would not remove the Mountain Home VOR as had been their intention.

At a meeting with the Automobile Dealer's Advisory Board on June 11, revision of the dealer laws and financial procedures were discussed. Recodification of the Dealer's Licensing Act would simplify and clarify portions of the law.

Of the \$78 million in federal aid apportioned to the Department in FY83 under various highway programs, 74% was obligated by June 20. The remaining \$20 million will be obligated by August 1.

In response to the Department's request, the FHWA rescinded their designation of some Idaho routes open to all lengths of vehicle combinations. Off-tracking on segments of US-2, US-12, US-26, US-93 and US-95 would have presented serious safety problems. The remaining designated routes were those recommended by the Department.

Meetings have been scheduled with truckers in Lewiston, Coeur d'Alene, Twin Falls and Boise to discuss titling procedures on

June 30, 1983

vehicles previously titled in another state as well as other truck-related problems. The open agenda meeting format has been helpful in resolving specific problems and developing rapport to our mutual benefit.

At the AASHTO/TRB Executive Committee summer meeting the Director learned that Congress may act to clarify MBE requirements. AASHTO is undertaking a study on 3R standards and has asked the Director to chair that task force.

Proposed state legislation has been narrowed to eight bills. It is expected that additional legislation may be drafted by staff members for other sponsors.

Representatives from each district and headquarters attended a highway capacity analysis workshop in May. The remainder of out-of-state travel was either policy or project related.

Highway Safety Report. The main provisions of the new drunk driving law were illustrated by Highway Safety Manager Miller. The public is being informed of the new law through distribution of a pamphlet prepared by the Office of Highway Safety, in addition to television and radio public service announcements.

Legal Report. Considerable savings would be realized through reduction of travel expenses if hearing officers on suspensions of driver's licenses were available in each district. The Board approved the appointment of the following attorneys to conduct administrative hearings on suspension of driver's licenses. The Board asked for detailed background information on each attorney.
(ACTION: CHIEF LEGAL COUNSEL)

District 1 - Stephen B. McCrea, Coeur d'Alene
District 2 - Robert J. VanIdour, Lewiston
District 3 - M. Karl Shurtliff, Boise
District 4 - G. Kent Taylor, Twin Falls
District 5 - Steven A. Thomsen, Pocatello
District 6 - Keith M. Walker, Ribgy

Administration Report. COA Neumayer reported on activities by the Department to the Board of Examiners from July 1, 1982 through June 30, 1983.

Small parcels of property near the headquarters complex have been purchased over the years as they became available mainly to protect the integrity of the office complex investment, but also for some long-range planning. The owner of a parcel on State Street expressed an interest in selling the property to the Department.

The Board approved the COA's recommendation and instructed the Right-of-Way Section to prepare detailed appraisals and negotiate to purchase the property at a price not to exceed \$40,000. (ACTION: CHIEF OF ADMINISTRATION AND CHIEF OF HIGHWAY DEVELOPMENT)

Annual Review of the Rural Statewide Functional Classification System Map for the State Highway System. The statewide rural 1990 functional classification system map was approved by the Board with the following changes:

- SH-55 - Add as a principal arterial from I-84 to Fairview Avenue via Eagle Road once the Eagle Road interchange is built.
- SH-69 - Downgrade to a major collector to reflect the current function of the road and make it compatible with local classifications.
- US-20 - Downgrade to a major collector to facilitate any future actions the Board might wish to take.

Lemhi County Airport, Salmon, Project No. 3-16-0032-02. The County received a tentative allocation of \$675,000 from the FAA for the first phase of airport reconstruction. Cost distributions are:

<u>FAA</u>	<u>LEMHI COUNTY</u>	<u>STATE</u>	<u>TOTAL</u>
\$675,000	\$37,500	\$37,500	\$750,000

As recommended by the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved a grant in the amount of \$13,200 including the \$4,655.16 remaining from the original grant approved on March 18, 1981.

Allen Tigert Memorial Airport, Soda Springs, Project No. 5-SP-0047-02. Overruns in the amount of crack sealing and the desire of both the City and the Division to slurry seal rather than chip seal the runway has increased costs from the originally estimated \$19,500 to \$26,500. Project costs are to be shared evenly.

The Board increased the original grant approved in August 1982 from \$10,000 to \$13,500 as recommended by the Advisory Board.

UMTA 16(b)(2) Project Rating Criteria and Selection. As requested by the Board at the May meeting, a detailed explanation was given on project rating and selection criteria.

Status Report on UPRR Abandonment, Project No. F-2392(35), SH-75. CHD Sessions and District 4 Engineer Johnson provided a status report on abandonment of railroad in the Bellevue-Ketchum area. They summarized the railroad's offer for the 1,206.85 acres in question. Grant lands remain a question of acquiring title. Apart from purchase the Department could wait for abandonment and then declare the grant lands a part of the highway system; however, that leaves the possibility of potential claims from adjacent property owners. If a negotiated price cannot be reached on the grant lands, declaratory relief must be sought in federal court.

The railroad was advised that a firm offer could not be made until after January 1, 1984, due to time required for hearings, appraisals and clearances.

Consulting Services, Project No. I-90-1(101)16, Bennett Bay Bridge Design, I-90. Bennett Bay is an area located within the Coeur d'Alene East Interstate project.

A structure of this magnitude is beyond the capabilities of the existing manpower due to work load, minimum number of personnel and minimum knowledge of long-span structures. CHD Sessions proposed to have a consultant conduct a structure type study to identify at least 6 concrete and/or steel bridge alternatives that would satisfy the site requirements and FHWA regulations for alternate designs.

The Board approved proceeding with phase 1 consisting of a consultant agreement to prepare an alternate bridge-type study at a cost not to exceed \$120,000.00.

Supplement No. 2, Engineering Agreement No. E-123, Project No. I-90-1(47)61, Citizens Utility Company Relocation in Wallace, I-90. The forecasted manhours of work on phase 2 of this project has exceeded expectations by 18%. CHD Sessions outlined the problems associated with the additional work.

The Board approved a cost increase of \$15,415 for phase 2 with no increase in the fixed fee, for a total approved amount on this phase of \$101,000.

Consultant Services, Location and EIS Study, Project No. F-3331(1), Key No. 3290, I-84 to Mesa. A project for preliminary engineering and location study has been programmed in 1984 to establish a highway location so that public lands along the route may be obtained. The Board asked the staff to reevaluate the cost to prepare a full EIS through the location approval stage. Also included in the analysis should be an evaluation of performing the services in-house. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Location-Design Hearing, Project No. RS-6830(5), Clementsville East, SH-33. An opportunity for a public hearing was provided on May 4, 1983. The project provides for upgrading 5.31 miles of the existing highway to a 34-foot wide facility with a design speed of 60 miles per hour. The hearing resulted in no oral or written testimony opposing improvement of the highway.

The Board approved proceeding with the project design and development of the Department recommended improvement upgrading the existing route.

Design Public Hearing, Project No. F-6501(25), Granite Hill-Swan Valley Bridge, US-26. A design public hearing was held on June 1, 1983. The project provides for reconstruction of 4.36 miles of the existing highway on the existing improved alignment approved by the Board on October 14, 1976. The hearing was attended by twenty

citizens with no comments or testimony adverse to the project design.

The Board instructed the Department to proceed with the project design as approved at both location and design public hearings.

Authority to Trade Real Property, Project No. I-90-1(2)11, Parcel No. 8 1/2 R, US-95. The owners would trade the 20.76 acres the Department needs with part payment being made with parcel number 8 1/2 R.

The Board concurred in the Right-of-Way Supervisor's recommendation and executed a quitclaim deed for parcel number 8 1/2 R, thus completing the transaction.

Release of Materials Source No. Lw-67, US-12. The property owner requested the lease be released to clear the encumbrance from the title.

The Board concurred in the recommendation and executed a release in favor of the McClarens.

Authority to Initiate Condemnation Proceeding. The Board signed the order of condemnation on the following parcel:

<u>PROJECT NO.</u>	<u>PARCEL NO.</u>	<u>OWNER</u>	<u>ROUTE NO.</u>
RS-5738(4)	44	Laura Stellmon	SH-54

Disposal of Right-of-Way, Project No. FAP-237C-(1), Connector to Old Gowen Road. The state purchased 3.4 acres of right-of-way for an access to connect Old Gowen Road to the present Gowen Road on an easement deed. The connector road has no value and has been abandoned. The City of Boise and the Military Division asked the Department to relinquish their interest in the land to the City of Boise.

The Board concurred in the Right-of-Way Engineer Manager's recommendation to deed the old right-of-way to the City of Boise, and executed a quitclaim deed.

Proposed Cooperative Agreement with Idaho State Parks and Recreation Department, Project No. I-15W-4(42)26, Register Rock-Eagle Rock, I-86. The project traverses significant historic and environmentally sensitive areas. The proposed agreement delineates each agency's responsibility and, among other things, transfers scenic enhancement property purchased by the Department to Parks and Recreation for administration and maintenance.

The Board approved the concept outlined in the proposed draft agreement.

Delegation - Proposed Route from Cleft to Tollgate, Project No. F-3341(6). State Senator Claire Wetherell, State Representatives Dan Kelly and Mark Larson expressed dissatisfaction with the Board's

June 30, 1983

decision to consider a proposed highway between Tollgate on US-20 and I-84 northwest of Mountain Home. Senator Wetherell submitted petitions with over 2,000 signatures opposing the project. Several representatives of the business community testified that the proposed corridor would have an adverse impact on future business concerns. The Chamber of Commerce asked to be advised of any Board action on Cleft-Tollgate. (ACTION: BOARD SECRETARY)

A Camas County Commissioner supported the proposed highway as being beneficial to his particular county.

Chairman Moore explained that consideration of the proposed highway was being made in order to take advantage of federal lands acquisition for right-of-way to establish a transportation corridor for possible future use. He reiterated that this meeting was not a substitute for a public hearing. That forum would be available at a later date in the project development.

Delegation - Relocation of Burlington Northern Depot in Wallace, Project No. I-90-1(47)61. A presentation was made by Ed Anson, representing the Wallace Ad Hoc Committee. The City requested consideration be given to providing to the city all the land owned by the Department outside the southwest quadrant. Mr. Anson requested that the land be donated to the City of Wallace for relocation of the depot and development of a city park.

Chairman Moore suggested that the committee formalize their request in a letter from the Mayor of the City of Wallace. He also suggested that the city explore contact with the railroad to accelerate abandonment.

State Highway Administrator's Report. SHA Green advised the Board of the closure and removal of the Moscow Mountain Rest Area, indicating that resources will be concentrated at the Mineral Mountain Rest Area north on US-95.

The Board analyzed the statistical report of accidents on US-12 between Spaulding and the Montana state line.

The Tamarack Mill on US-95 has agreed to move their materials off the highway right-of-way. Legal is in the process of checking the legality of operating forklifts on the highway.

The Board Chairman again asked that the rough railroad crossing in Cambridge be repaired. (ACTION: DISTRICT 3 ENGINEER)

Exchange Deed, Project No. ST-5152(538) Permit No. 1-83-52, Parcel No. 4A, SH-3. The Board approved an exchange deed for a 40 foot unrestricted approach for this property at the March meeting. The parties involved requested a new exchange deed be granted in the company's name. The Board approved the request and signed the access exchange deed.

Permits for Non-Compliance Tractor-Trailer Combinations. It appears that several hundred combinations now operating fall into the category of complying with the old federal length law, but not the new law in the 1982 Surface Transportation Assistance Act. That law specified minimum semitrailer length to be 48 feet and allowed a 28-foot semitrailer and a 28-foot trailer in doubles combination on designated routes. The law prevents states from limiting the length of the tractor and from prohibiting the use of trailers that were in lawful use on December 1, 1982. The number of applications for grandfather permits is too great to handle with separate permits for each unit.

The Board allowed motor carriers to comply with the old law by filing an application/affidavit certifying the equipment was on-hand and being operated on certain routes prior to April 15, 1983. That certification would expire on January 1, 1986. The affidavits would be compiled into a "permit list" identifying the owner, the combination by serial numbers, and the routes on which they are authorized to operate under compliance with the old law. The Board further delegated the authority to the Director to approve the permits.
(ACTION: CHIEF OF HIGHWAY OPERATIONS)

Proposed Revision of Extra-Length Route Designation. After reviewing the proposed routes recommended for extra-length and those routes proposed for reduction in designation to legal length only, the Board instructed the staff to prepare a letter to extra-length permit holders inviting comments on the proposed route changes.
(ACTION: CHIEF OF HIGHWAY OPERATIONS)

Amendment to Rule No. 39.02.05.9, Section 13,06 and 14,06. The change would allow 12-foot wide loads to travel weekends during daylight hours and 10-foot wide loads to travel weekends and hours of darkness on routes having good alignment and 12-foot lanes. The indicated holidays and weekend travel on recreation routes would still be excluded from any oversized movement. Specific changes are:

Section 13,06 - Increases allowable time of travel for certain oversized loads.

Section 14,06 - Requires additional lighting for oversized loads traveling during hours of darkness.

The Board authorized the Board Secretary to initiate permanent adoption procedures in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Amendment to Rule No. 39.02.05.9, Section 32,03. The Board discussed redefining the maximum length of a mobile home combination transported on Idaho highways because several economic hardship movements are being processed each month. The Board delegated the authority to approve those movements to the Director.

In addition, the Board requested the staff to prepare and present testimony in opposition to the State of Oregon's proposed

allowance of 16-foot wide mobile home movements. They further suggested the staff work with WASHTO states in developing a uniform position on oversized movements. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Project Approval for Future Bid Openings. The following projects were recommended and approved for the future bid openings:

Key No. 2457	Deary-Yale (Stage 2)
Project No. SR-RS-4808(8)	Grade, drain, rockcap, base
SH-9	& surfacing
Project length 3.640 miles	

Key No. 1583	Cottonwood Creek
Project No. BR-F-4201(34)	Relocate, widen, grading &
US-12	left bay
Project length 0.260 mile	

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. I-90-1(47)61, Key No. 41 - the work consists of demolishing and removing the Union Pacific Railroad Depot in Wallace in Shoshone County; federal and state financed project. The contract was approved for award to Ibex Construction, Inc., Spokane, Washington, the low bidder, in the amount of \$15,460.00.

Project No. HES-3790(6), Key No. 451 - the work consists of reconstructing SH-55 and Fairview Avenue Intersection, installing traffic signals, illumination and plant mix pavement on 0.185 mile of SH-55, Eagle Road, in Ada County; federal and state financed project. The contract was approved for award to Boise Paving & Asphalt Co., Boise, Idaho, the low bidder, in the amount of \$128,574.74.

Project No. BR-S-3707(3), Key No. 2225 - the work consists of repairing the existing bridge and constructing an energy dissipator at M.P. 54.21 on SH-78, in Owyhee County; federal and state financed project. The contract was approved for award to Severance Construction Co., Eden, Idaho, the low bidder, in the amount of \$125,889.00.

Project Nos. STM-5131(506), STM-5116(608) & F-FR-5116(51), Key Nos. 2412, 2644 and 2325 - the work consists of seal coating 11.185 miles SH-1, Copeland Jct. to Porthill, 18.8 miles US-95, Camp 9 to 4 miles N.E. Copeland Jct., and 11.56 miles US-95, 4 miles N.E. Copeland Jct. to Eastport in Boundary County; federal and state financed project. The contract was approved for award to Peak Paving Co., Inc., Sandpoint, Idaho, the low bidder, in the amount of \$211,861.15.

Project No. BR-F-6471(90), Key No. 2831 - the work consists of raising girders and deck, removal of north approach fill and back wall, repair abutment, replace north approach fill and resurface roadway on US-20, Henry's Fork Bridge, Ashton, in Fremont County;

federal and state financed project. The contract was approved for award to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$116,007.50.

Building Nos. 1261 and 1381 - the work consists of removing existing overhead doors and replacing with insulated overhead doors at the maintenance buildings located at Plummer (US-95 M.P. 396.32) and Santa (SH-3 M.P. 67.76), in Benewah County; state financed project. The contract was approved for award to CDS, Inc., Spokane, Washington, the only bidder, in the amount of \$24,152.00.

Project Nos. I-IR-80N-2(58)55 & I-IR-80N-2(59)57, Key Nos. 1969 and 1968 - the work consists of replacing the bridge decks, approach slabs and constructing cross-over detours on east and west bound lanes of I-84 between M.P. 54.0 and 57.7, Gowen Spur and Main Lines UPRR structures, in Ada County; federal and state financed project. The contract was approved for award to Idaho Construction Co. Twin Falls, Idaho, the low bidder, in the amount of \$1,031,194.14.

Stockpile Nos. 6650 and 6656, Key Nos. 2447 and 2955 - the work consists of producing and stockpiling road mix aggregate, cover coat material and sanding material at Source Tn-40-s, and stockpiling at M.P. 129.5, SH-33, in Teton County; state financed project. The contract was approved for award to J.K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, in the amount of \$116,890.00.

Project No. I-90-1(135)23, Key No. 2450 - the work consists of filling the median, widening shoulders, placing plant mix pavement, concrete and metal guardrail, crash cushions, and installing highway traffic advisory systems at M.P. 23.36 and 32.91 on I-90, in Kootenai County; federal and state financed project. The contract was approved for award to Thorco, Inc., Coeur d'Alene, Idaho, the low bidder, in the amount of \$184,879.00.

Project No. RS-2739(4), Key No. 194 - the work consists of reconstructing the roadway, irrigation and drainage facilities, placing base aggregate, plant mix pavement and seal coat on 1.011 miles of FAS-2739 in Twin Falls County; federal and state financed project. The contract was approved for award to Summit Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$492,623.75.

Project No. RS-5803(1), Key No. 243 - the work consists of constructing a 204' concrete bridge on the existing piers over the Moyie River in Boundary County; federal and state financed project. The contract was approved for award to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$197,101.22.

Project No. RS-5755(1), Key No. 2208 - the work consists of constructing the roadway, 114' prestressed concrete bridge, concrete sidewalk, and curb and gutter in Shoshone County; federal and state financed project. The contract was approved for award to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$270,983.08.

Project Nos. HES-2864(16), STM-2846(507) and STM-2790(527), Key Nos. 3064, 2395, and 2396 - the work consists of excavating shoulders and placing of base, plant mix and seal coat to accommodate turn bays at three intersections on SH-25 (M.P. 47.03, 48.02 and 50.02); placing a 26' width seal coat on SH-24 (Heyburn I.C. - Minidoka) and stockpiling secondary screenings at the Rupert Maintenance Yard; and placing a full width seal coat on US-30 (Heyburn Bridge - Heyburn I.C.), in Minidoka County, federal and state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$358,827.25.

Project No. IR-84-3(11)136, Key No. 2931 - the work consists of mechanically planing the travel lane, removing the loose material, replacing it with plant mix pavement, placing a 27' seal coat on I-84 and placing a full width seal coat on the West and East Bliss Interchange Ramps, in Gooding County; federal and state financed project. The contract was approved for award to H-K Contractors, Inc. Idaho Falls, Idaho, the low bidder, in the amount of \$490,820.50.

Project No. IR-84-1(2)12, Key No. 2567 - the work consists of removing the existing bituminous surface, placing open graded base, concrete pavement, guardrail and signing on 5 miles (M.P. 12.6 - 17.6) of I-84, in Canyon and Payette Counties; federal and state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$3,784,207.25.

Project No. BR-F-6471(93), Key No. 1458 - the work consists of removing and replacing the superstructure, repairing the approaches and seal coating the west bound lane on US-20, in Bonneville County, federal and state financed project. The contract was approved for award to Severance Construction, Inc. Eden, Idaho, the low bidder, in the amount of \$188,508.10.

Building No. 6191, 6331, 6031, and 6351 - the work consists of furnishing and installing thermal insulation in the Sugar City, Island Park and Driggs maintenance buildings and furnishing and installing thermal insulation and recirculating fans in the Irwin maintenance building in Madison, Fremont, Teton, and Bonneville Counties. The low bid was more than 10 percent over the engineer's estimate. The District and Contract Administration Section recommend rejection of the bids. A revised project that omits circulating fans and includes only insulation will be readvertized in the near future. The Board concurred with the recommendation to reject the bids.

Stockpile No. 3595, Key No. 2437 - the work consists of furnishing 3/8 inch aggregate for roadmix, cover coat material type 2 (modified), and sanding material and stockpile at the Council maintenance yard, approximately 0.2 miles right of M.P. 136.0 in Adams County; state financed project. The low bid was more than 10 percent over the engineer's estimate. After comparing the low bid with the engineer's estimate, consensus was that the unit prices on

the engineer's estimate were valid except for sanding material item. An error was made in the District and not uncovered in the checking process. Contract Administration believes that readvertising the project would likely result in higher bids. Based on that justification, the District, Maintenance Section and Contract Administration recommend award of this project to Nelson-Deppe, Inc. of Nampa, Idaho, the low bidder in the amount of \$82,000.00.

Building No. 2141, Key No. 2726 - the work consists of constructing a concrete and metal rigid frame type utility crafts shop building at Lewiston in Nez Perce County; state financed project. Because of misinformation used by the majority of bidders, Contract Administration and the Maintenance Section recommend rejecting all bids and readvertising the project. The Board concurred in the recommendation.

Request to Operate Triple Combinations on SH-52, Emmett to Oregon State Line. Boise Cascade requested permission to operate triple combinations on the subject route. After evaluating the route in question, the Board denied the request to preserve the safety of the traveling public.

Rule 39.01.33.02, Eligibility Standards for Violation Point Count System. The proposed new rule gives the department authority to establish a violation point count system for various moving traffic violations and suspension of the driver's license as provided for in Title 49, Chapter 3 of the Idaho Code.

The Board approved the new rule on an emergency basis effective from June 30, 1983 to October 28, 1983. The Board Secretary was instructed to adopt the rule on a permanent basis in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Rule 39.01.32.03, Audit of Idaho Highway Use Fees. The new rule identifies what the motor carrier industry must maintain in the way of records for audit purposes, actions that will be taken if records are not maintained and provided upon request, and the appeal process for contested audit findings.

The Board approved the new rule on an emergency basis effective from June 30, 1983 to October 28, 1983. The Board Secretary was instructed to adopt the rule on a permanent basis in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Rule 39.01.32.02, Procedures and Limitations for Issuing Certificates of Title and Bonded Certificates of Title. The new rule establishes the administrative details of securing a bonded title when absolute ownership of a motor vehicle cannot be proven but there is reason to believe that the person applying for title is the legal owner.

The Board approved the new rule on an emergency basis effective from June 30, 1983 to October 28, 1983. The Board Secretary was instructed to adopt the rule on a permanent basis in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

June 30, 1983

Title Requirements of Non-resident Owner/Operators Leased to Idaho Carriers. Section 49-402, Idaho Code, requires that each motor vehicle registered in Idaho must also be titled in Idaho. This presents a problem for non-resident owner/operators who lease to Idaho carriers and who, because of the lease, are issued Idaho apportioned plates under the Idaho carrier's name. The staff is working with the motor carrier industry in developing language to protect the interests of the state and satisfy the needs of the industry. Proposed legislation will be carried by the industry if a mutually acceptable proposal can be reached.

The Board instructed the staff to continue to work toward a satisfactory solution and agreed to operate in FY84 under the existing system.

WHEREUPON, the Board recessed at 4:40 p.m.

FRIDAY, JULY 1, 1983

The Board reconvened at 9:00 a.m. on Friday, July 1, 1983 in the Transportation Building, Boise, Idaho. Present were:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice-Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. Keith Green, State Highway Administrator
E. D. Tisdale, Chief and Management and Programs
Richard C. Cowdery, FHWA Division Administrator

Six-Year Highway Improvement Programs: Hazard Elimination (HES), Rail-Highway Crossing (R/R) and Discretionary. The updated HES program included the transfer of 40% rail-highway funds for the balance of FY83 through FY85. The funds can be used on any public road other than the interstate system.

Approximately \$1.7 million in R/R funds will lapse in FY84 unless used. Therefore, the maximum amount of funds was transferred to the HES program. Also to help the lapsing fund situation two urban projects (Vista Avenue in Boise and 17th Street in Idaho Falls) will be partially R/R funded.

Projects in the discretionary program were identified for public lands, major bridges and demonstration funding. Applications for those discretionary funds will be developed by the staff.

After reviewing the recommended changes the Board approved the revised programs as shown in Exhibits C-208, C-209 and C-210 respectively which are made a part hereof with like effect.

Tri-Agency Meeting in August. CMP Tisdale identified possible forest highway projects that would also be eligible for public lands funding as an option to either forest highway or primary funding.

July 1, 1983

AAG946

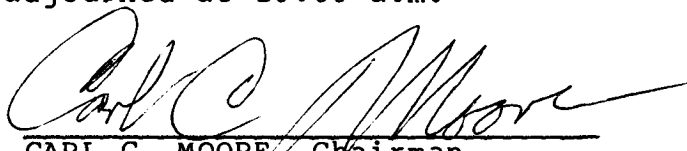
He was asked to include those projects for discussion at the Tri-Agency meeting in August. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

The Board Secretary was asked to reschedule the Tri-Agency meeting to 10:00 a.m. on August 11. (ACTION: BOARD SECRETARY)

The Board asked the staff to look at accelerating the Goff Bridge project on the critical bridge program. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

The State Highway Administrator identified projects that would be ready for obligation prior to October 1, 1983.

WHEREUPON, the Board meeting adjourned at 10:00 a.m.


CARL C. MOORE, Chairman
Idaho Transportation Board

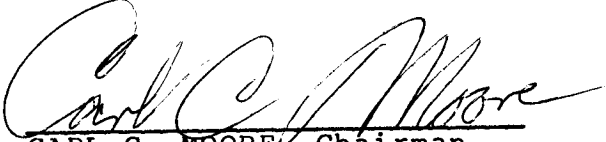
Read and Approved
August 10, 1983
Boise, Idaho

SUPPLEMENT TO THE JUNE-JULY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

July 7, 1983

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on July 7, 1983, the Right-of-Way Supervisor obtained approval to proceed with the following:

To begin negotiations on Parcel No. 1, Project No. IR-84-2(1)50, Key No. 2521, Cole-Overland I.C. Owners of the property are Floyd M. and Twyla A. Blakeslee, brother and sister. Fair market value is in excess of \$80,000.00


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
August 10, 1983
Boise, Idaho


SUPPLEMENT TO THE JUNE-JULY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

August 4, 1983

Through personal contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on August 4, 1983, the Board Secretary obtained approval to advertise the following project:

Key No. 2255
Project NO. I-90-1(129)29
I-90
Project length: 2.90 miles

Reserve Creek - Cedars #1
Construct roadbed and temporary
surface


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
August 10, 1983
Boise, Idaho

July 7 - August 4, 1983

AAG946

SUPPLEMENT TO THE JUNE-JULY 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

August 4, 1983

Through personal contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on August 4, 1983, the Board Secretary obtained approval for the following:

Appointment of Timothy J. Lape, Lewiston as hearing officer at administrative hearings for driver's license suspensions.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
August 10, 1983
Boise, Idaho

August 4, 1983

MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

AUGUST 10, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9 a.m. on Wednesday, August 10, 1983. Present were:

Carl C. Moore, Chairman - District III
Lloyd F. Barron, Vice-Chairman - District II
Roy I. Stroschein, Member - District I
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G.K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
Bob Clour, Assistant Division Administrator - Federal Highway
Administration

Board Minutes. The minutes of the June-July regular meeting were approved with minor corrections.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

September 8 - 9, 1983
October 17 - 20, 1983 - East Idaho Board Tour

Director's Report. The department has been able to obligate maximum available federal aid funds in FY83 of approximately \$78 million for highway construction projects. The Department is requesting \$23.5 million of increased obligational authority from the national redistributed funds.

The Director has been appointed by the National Research Council of the National Academy of Sciences to a panel charged with studying and reporting on the safety, energy and economic effects of the 55 mile per hour speed limit law. Included in the study will be a determination of benefits accruing to taxpayers, adequacy of state laws, and extent of the correlation between lowered speed and declining highway fatalities.

At the North American Gasoline Tax Conference in Coeur d'Alene, the Director spoke on the equitability and collectability of highway user related taxes. Attempts at both state and national levels have fallen short of assigning actual costs to users in proportion to their use. Manning suggested that a national weight/distance tax was both equitable and feasible.

Meetings with Port of Entry and District 1, 2 and 4 personnel indicate they have a positive attitude on the merger, are somewhat

August 10, 1983

AAG946

demoralized by legislative comments, and are continually looking for cost-saving measures.

Manning will present testimony in Boise on August 22 at a hearing scheduled by Senator Symms on the Surface Transportation Assistance Act of 1982.

Revision to ITD Rule 39.02.05.8 and 39.02.05.9.

Rule 8 - The Board approved going to public hearing on this rule on May 16, 1983. The rule was revised to comply with uniform truck axle weight and spacing limits in the western states.

Rule 9, Section 13,02; 13,06; 21,01; 32,05; 33,08; 41,04,1; 62,01; 62,02 and 62,02,9 - The Board approved going to public hearing on this rule on May 16, 1983. The changes were needed for clarification or for necessary adjustments due to the centralization of permits. Comments out of a meeting with Idaho Motor Transport Association resulted in a change to Section 62,02,1 which allows the Department to include tractor-semitrailer combinations in the extra-length program.

Rule 9, Section 13,06 - The Board approved going to public hearing on this rule on June 30, 1983. The revision increases the allowable time of travel for certain oversized loads.

Rule 9, Section 14,06 - The Board approved going to public hearing on this rule on June 30, 1983. The changes require additional lighting for oversized loads traveling during hours of darkness.

Rule 9, Section 21,03 - The Board approved this rule on an emergency basis on June 15, 1983. The amendment provides for the issuance of annual permits to 40 percent overweight.

Rule 9, Section 41,04,2 - The Board approved this rule on an emergency basis on June 15, 1983. The changes require mileage reports of the 25 percent and 40 percent overweight movements separate from legal weight miles.

The germane legislative subcommittee commented on Rule 9, Sections 13,06, 14,06, 21,03 and 41,04,2 at a meeting held on July 29, 1983. After due consideration no objections were filed.

Notice was provided in six newspapers giving the public an opportunity to comment in accordance with the Administrative Procedures Act. No comments were received other than those noted.

As recommended by the Board Secretary, the Board permanently adopted the amendments to Rules 8 and 9 listed above.

Legal Report. Background information was provided on Steven A. Thomsen of Pocatello and Keith M. Walker of Rigby, the hearing officers appointed by the Board at the last meeting to conduct administrative hearings on suspension of driver's licenses.

August 10, 1983

FY83 Expenditures for Professional and General Services Contracts. In accordance with Board Policy B-06-08 the Chief of Administration itemized expenditures for professional services and general services contracts for FY83. Approximately 17 percent less was spent than in FY82.

FY83 Annual Report of Employee Education and Training. In accordance with Board Policy B-18-06, Chief of Administration Neumayer presented a summary of education and training for employees for FY83. The Department's new systematic core curriculum concept provides training for specific work areas and less in others but overall will be more cost effective for the training dollars expended. Considerable training was concentrated in the Motor Vehicle Bureau during FY83.

FY83 Report of Civil Rights Activities. In accordance with Board Policy B-18-07, Chief of Administration submitted a summary of the civil rights activities of the Department during FY83. The same summary will be furnished to the Governor and Federal Highway Administration.

Write-Off of Delinquent Highway User Fee Accounts. Chief of Motor Vehicles Howard Hill itemized accounts that he requested be written off as uncollectible. All reasonable efforts were made to collect the accounts and Legal confirms that any further action would be non-productive. The accounts have been on the records for two to five years.

The Board approved writing off a total amount of \$135,831.41 of delinquent highway user fees. This will bring the Bureau current to July 1982, except for bankruptcies, payment agreements and audits.

The Board asked for an identification of names, addresses and numbers of bad check writers. The Board also inquired as to how many had been prosecuted. The Director indicated that a policy would be established addressing delinquent accounts and bad checks.
(ACTION: CHIEF OF MOTOR VEHICLES)

FY84 Section 8 Technical Studies Grant Application Submitted to the Urban Mass Transportation Administration. The \$20,000.00 UMTA grant finances such activities as the state public transportation conference, preparation of the newsletter of transit development programs, attendance at technical committee meetings, preparation of civil rights submissions and performance reviews of active public transportation projects.

The Board authorized Aeronautics and Public Transportation Administrator Rauscher to accept this grant.

Request for Continued Operation by Grandfather Right on Bear Ridge Grade, SH-3. SH-3 between Kendrick and Deary has been approved for deletion from the list of designated routes because the computerized rating system finds Bear Ridge Grade deficient in alignment. Mr. Dave Best has operated 85 foot log hauling equipment via SH-3 and US-95. The restriction of SH-3 would cause severe

economic hardship to him due to an additional 120 miles daily out of direction travel.

The Board approved the State Highway Administrator's recommendation and granted a grandfather right to Dave Best to continue operation of the 85-foot combinations via Bear Ridge Grade.

Access Exchange Deeds. The Board approved and signed the access exchange deeds on the following projects:

<u>PROJECT NO.</u>	<u>PERMIT NO.</u>	<u>ROUTE NO.</u>	<u>MILEPOST</u>
S-3754(4)	3-84-024	SH-45	22.968 & 23.065 Left
F-1481(4)	5-83-95	US-30N	432.057
F-6471(2)	6-83-114	US-20	361.71

1983-84 Winter Maintenance Standards. In accordance with Board Policy B-05-06, the following changes in winter maintenance standards were recommended by the State Highway Administrator:

District 1

SH-3 - St. Maries to Jct. SH-97. Change from green to red

District 3 & 4

US-20 - Mtn. Home to Jct. SH-75. Change from green to red

The recommended changes are a result of annual evaluations of economic losses due to winter accidents, average daily traffic, costs to maintain, and knowledge of specific use roads such as access to ski areas, etc.

After reviewing the proposed changes the Board approved the Winter Maintenance Standards for FY84.

State Forces on Betterment Project No. ST-5152(558). The proposed safety improvement project would correct several hazardous situations existing on SH-3 between M.P. 87.92 and 88.54. Construction by state forces using rental equipment will provide significant employment of local small contractors in an economically depressed area, provide flexibility to be responsive to some delicate right-of-way commitments and variable weather conditions, and offer the opportunity of completing the work at 78% of the projected cost of doing the work by contract.

The Board approved the use of state forces on this project.

Project Approval for Future Bid Opening. The following project was recommended and approved for future bid opening:

Key No. 87

F-3111(11)

US-95

Project Length 3.66 Miles

Fruitland Section

Grade, drain, base, plant mix,
curb & gutter and lighting

August 10, 1983

Bids. The Board acknowledged action of State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. RS-1762(2), Key No. 2620 - The work consists of constructing roadway approaches and an 86' prestressed concrete bridge over the Portneuf River on FAS-1762, in Bannock County, Federal and State financed project. The contract was approved for award to Idaho Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$241,586.04.

Project No. STM-15-3(508), Key No. 2187 - The work consists of furnishing material and seal coating a four-lane divided highway on 10 miles I-15, and ramps at the Osgood and Roberts Interchanges, in Bonneville and Jefferson County, State financed project. The contract was approved for award to Kloeppfer, Inc. Paul Idaho, the low bidder, in the amount of \$203,885.00.

Project No. IR-15-2(42)92, Key No. 2394 - The work consists of crushing and placing a plant mix scrub coat, seal coat and shoulder fog seal on 19.3 miles I-15, M.P. 92.5 to 111.8, in Bingham County, Federal and State financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$774,868.12.

Project Nos. I-80N-1(78)27 & IR-84-1(8)26, Key Nos. 504 and 3009 - The work consists of constructing the roadway, frontage roads 5 & 6, 10th Street, interchange ramp terminals, concrete pavement, plant mix pavement, signalization, illumination, seal coating frontage roads 1, 2, 3, 4, 5, 6, 7, N.W. Connector and landscaping on 1.93 miles of I-84, in Canyon County, Federal and State financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$3,693,772.86.

Project Nos. STM-4114(610), STM-4113(596), STM-4113(591), STM-4201(557) & STM-4201(554), Key Nos. 2701, 2703, 2368, 3122 and 2914 - The work consists of seal coating Interstate Bridge to Clearwater Memorial Bridge (2.45 miles), Lapwai to Spalding (2.91 miles), Culdesac to Lapwai (8.38 miles), Spalding I.C. to Arrow Bridge (4.33 miles), and U.S.F.S. Boundary to Old Man Creek (26.35 miles), in Idaho and Nez Perce Counties, State financed project. The contract was approved for award to Johanson Construction Co., Spokane, Washington, the low bidder, in the amount of \$233,846.50.

Building Nos. 6191, 6331, 6031 and 6351, Key Nos. N/A - The work consists of furnishing and installing thermal insulation in the Sugar City, Island Park, Irwin and Driggs Maintenance Building, in Madison, Fremont, Teton and Bonneville Counties, State financed project. The contract was approved for award to Arave Construction Co., Inc., Blackfoot, Idaho, the low bidder, in the amount of \$11,556.05.

Project Nos. STM-6033(568), STM-6501(553), STM-6501(561), STM-6501(562), STM-7316(501) & STM-7386(501), Key Nos. 2202, 2201,

3087, 3088, 3089 and 3090 - The work consists of producing material and seal coating 2.37 miles US-91 (M.P. 120.56 - 122.93), 4.01 miles 1-15-B (M.P. 2.30 - 6.31), 1.86 miles US-26 (M.P. 333.04 - 334.90), 0.44 miles US-26 (M.P. 335.30 - 335.94), 1.45 miles US-20-B (M.P. 2.27 - 3.72), and 0.58 mile I-15-B (M.P. 6.65 - 7.23), in Bonneville County, state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$202,704.50.

Stockpile No. 5655, Key No. 2653 - The work consists of producing and stockpiling cover coat material at Source SH-30-s right of M.P. 45.3, I-90, in Shoshone County, State financed project. The contract was approved for award to Zanetti Brothers, Inc., Osburn, Idaho, the only bidder, in the amount of \$79,000.00.

Project No. BR-F-4171(2), Key No. 217 - The work consists of constructing the roadway, plant mix pavement, an 18'1"x11'10" corrugated plate pipe arch and concrete guardrail on .03 miles of SH-3, in Nez Perce County, Federal and State financed project. The contract was approved for award to Severance Construction, Inc., Eden, Idaho, the low bidder, in the amount of \$235,298.50.

Building No. 2141, Key No. 2726 - The work consists of constructing a concrete and metal rigid frame type utility crafts shop building at Lewiston, in Nez Perce County, State financed project. The contract was approved for award to World Enterprises, Ltd., Nampa,, Idaho, the low bidder, in the amount of \$369,040.00.

Project Nos. STM-6451(503), STM-6451(504) and Stockpile Nos. 6652 and 6649, Key Nos. 2713, 2714, 2715 and 2446 - The work consists of furnishing cover coat material Type 2 and seal coating 6.8 miles and 12.1 miles of SH-28 (M.P. 76.2 - 83.0 and 101.6 - 113.7); and furnishing cover coat material Type 2 in stockpile at Source Le-116-s and Le-91, in Lemhi County, State financed project. The contract was approved for award to Lone Pine Equipment Co, Kimberly, Idaho, the low bidder, in the amount of \$298,604.00.

Project Nos. STM-3111(539), STM-3241(502) and Stockpile Nos. 3604 and 3607, Key Nos. 2692, 3098, 2925 and 2928- The work consists of seal coating 16.25 miles US-95 (M.P. 46.4 - 61.05) and the US-20 Spur to Nyssa; seal coating 13.35 miles US-95 (M.P. 45.56 - 46.4) and US-20 (M.P. 9.64 - 22.129 - across Interstate structure); furnishing cover coat material and salt treated sanding material in stockpile right and adjacent to M.P. 46.4, US-95; and furnishing cover coat material in stockpile 1 mile west of M.P. 38.43, US-95, in Payette and Canyon Counties, State financed project. The contract was approved for award to Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho, the low bidder, in the amount of \$496,277.00.

Project No. STM-3291(556), Key No. 2923 - The work consists of constructing a haul road from Ad-74 to SH-21, and seal coating 19.035 miles SH-21 (M.P. 10.32 - 29.55), in Ada and Boise Counties, State financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$212,163.90.

connector to the Coeur d'Alene River. In addition, the consultant was directed to develop park site plans accordingly. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Engineering Agreement E-129, Project No. I-90-1(47)61, I-90. Consulting services for rock bolting of slopes on the Wallace project have been negotiated. Chief of Highway Development Sessions recommended and the Board approved E-129 with Golder and Associates Ltd. not to exceed \$74,943.05 cost plus fixed fee.

Supplemental Agreement 5, Engineering Agreement E-121, Project No. I-90-1(47)61, I-90. Changes required by the Union Pacific Railroad necessitate a revision to the summary of scrap and reuseable materials. In addition, the completed classification yard plans required complete revision.

As recommended by the Chief of Highway Development the Board approved the supplemental agreement with International Engineering Company, Inc., in the amount of \$35,575.06.

Acquisition in Excess of \$80,000.00, Project No. IR-84-2(1)50, Parcel No. 1, I-84. The Board concurred in the Right of Way Supervisor's recommendation and approved settlement with the Blakeslees.

Authority to Initiate Condemnation Proceedings. The Board signed the orders of condemnation on the following parcels:

<u>PROJECT NO.</u>	<u>PARCEL NO.</u>	<u>OWNER</u>	<u>ROUTE NO.</u>
Q-RS-5738(14)	41	James W. Bell, et ux	SH-54
Q-RS-5738(14)	52-1	Mary E. Bennett	SH-54

Status of Sign Program. Since the beginning of the sign removal program in 1972 the state has removed over 8,900 non-conforming and illegal signs at a cost of \$2,750,195 in federal money and \$916,732 in state funds. The program is 97 percent complete.

The Board analyzed the estimated removal costs for the remaining signs. The state has an unexpended obligation authority available from the FHWA of approximately the amount needed for purchase.

The Board directed the staff to proceed with completion of the acquisition phase of the highway beautification program. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Status Report on Replacing the Goff Bridge and Improvement of US-95. The Goff structure will be replaced with a new bridge further to the south to accommodate a shorter river crossing and better alignment. The district and headquarter's staff are working to expedite the development of the Goff Bridge to enable construction earlier than the presently FY90 programmed year. Resurfacing of US-95 north of Goff Bridge for a distance of 20.6 miles is

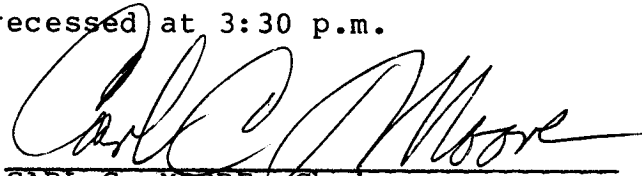
programmed for FY86 with primary and public lands funds. The staff recommended accelerating project development and design.

The Board asked the staff to examine an alternate location for US-95 south of the Goff Bridge and report at the September meeting.
(ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Update of Rest Area and Port of Entry Projects in the Primary and Interstate 4-R Programs. Rehabilitation of existing Ports of Entry and rest areas and construction of new facilities was outlined by Principal Planner Mickelson.

The entire rest area program was discussed at length and the Board reaffirmed their position that if rest areas could not be maintained adequately the facility then should be closed. The Board directed the staff to look at making the East Boise Port of Entry and Rest Area at the location of the existing Blacks Creek Rest Area. They requested a report during the September meeting.
(ACTION: CHIEF OF MANAGEMENT AND PROGRAMS AND CHIEF OF MOTOR VEHICLES)

WHEREUPON, the Board meeting recessed at 3:30 p.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
September 8, 1983
Boise, Idaho

August 10, 1983

Stockpile No. 3598 & Project No. STM-3707(501), Key Nos. 2697 and 2141 - The work consists of furnishing 1/2" aggregate for road mix, cover coat material Type 1 (Modified) and sanding material in stockpile at the Marsing Maintenance Yard, and seal coating 37 miles of SH-78 (M.P. 0.00 - 37.0), Federal and State financed project. The contract was approved for award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$360,051.00.

Stockpile Nos. 6659, 6660 and 6665, Key Nos. 2958, 2959, and 3091 - The work consists of producing cover coat material Type 2, 1/2" aggregate for road mix pavement, and sanding material in stockpiles from Source Jf-17 and stockpiling as shown on the plans at the above locations, in Jefferson County, state financed project. The contract was approved for award to Kloeppfer, Inc. Paul Idaho, the low bidder, in the amount of \$168,990.00.

Project Nos. STM-2342(504), STM-2392(564), and STM-2821 (507) Key Nos. 3084, 2660 and 2659 - The work consists of loading and hauling cover coat material and placing a full width seal coat on US-20, Cat Creek Summit - Fairfield; placing a full width seal coat on SH-75, Bellevue - Ketchum; placing a full width seal coat on SH-75 (Business Spur), Ketchum - Trail Creek, in Elmore, Camas and Blaine Counties, State financed project. The contract was approved for award to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$467,848.00.

Project No. STM-15-1(515) and Stockpile No. 5501, Key Nos. 2948 and 2952 - The work consists of furnishing and applying a seal coat on approximately 9 miles of I-15 passing lanes only, between M.P. 54.7 and 63.7, and crushing 10,000 C.Y. of 1/2" road mix pavement in stockpile, in Bannock County, State financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the only bidder, in the amount of \$180,098.00.

Project No. BR-SOS-2800(4), Key No. 2569 - The work consists of constructing a 327' prestressed concrete bridge and approaches over the Coeur d'Alene River near Rose Lake in Kootenai County; Federal and State financed project. The low bid was more than 10 percent over the engineer's estimate. It is the District's opinion that the contractors anticipated more difficulty in getting materials and equipment to the abutment opposite SH-3 than the District anticipated. In addition, it appears that Washington Water Power may not lower the elevation of Coeur d'Alene Lake as they have done in the past. These items would increase the amount of expensive barge work involved in materials handling and in working the cofferdams. There appears to be no advantage to readvertizing the project in the hope of obtaining a lower bid. The District, Eastside Highway District and Contract Administration recommend award of this project and the Board concurred. The contract was approved for award to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$621,169.25.

Project No. RS-1811(4) and Stockpile No. 1654, Key No. 3031 and 2690 - The work consists of constructing the roadway and drainage structures on 0.67 miles of Pegram Road and widening US-30 for right

turn bay at Pegram Road, and producing road mix material in stockpile at Montpelier in Bear Lake County; Federal and State financed project. The low bid was more than 10 percent over the engineer's estimate. Only two items have any real effect on the bid disparity; either item could bring the estimate to within 10 percent and collectively would have put the bid under estimate. The lack of bidder interest suggests nothing would be gained by rejecting the apparent low bid. It is the recommendation of Bear Lake County, the District, Maintenance and Contract Administration that the contract be awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$470,368.52. The Board concurred.

Project No. IR-15-1(88)22, Key No. 3073 - The work consists of repairing a roadway slide area, constructing a horizontal drain system, a counter berm with associated drainage system, and an interceptor trench for the repair of the northbound interstate lane near M.P. 22.58 on I-15 in Onieda County; Federal and State financed project. The staff recommended this contract not be awarded since it was determined that the slide is of greater size than originally anticipated. The project would be readvertized after additional evaluation. The Board concurred.

Project No. BR-F-4201(31), Key No. 968 - The work consists of constructing a 120' x 45'8" prestressed concrete bridge and approaches on 0.51 miles of US-12 in Nez Perce County; Federal and State financed project. The low bid was more than 10 percent over the engineer's estimate. Rock excavation items were analyzed and reevaluated. Substitution of the comparable project unit costs of excavation and control of blasting gives a revised estimate within 10 percent of the low bid. The District and Contract Administration recommend award of the contract to A & R Construction, Inc., of Lewiston, Idaho, the low bidder, in the amount of \$856,570.87. The Board concurred.

Location - EIS Study, Project No. F-3331(1), Key No. 3290, Emmett - Mesa. As directed by the Board at the June-July meeting the staff reevaluated alternatives on this project.

After analyzing the alternatives, the Board directed the staff to proceed with phase number one using state personnel. Decision on phase number two will be made after the completion of the first phase.

Conveyance of Land to the City of Wallace, Project No. I-90-1(47)61, I-90. The City of Wallace requested the Department to adopt the Burlington Northern Depot relocation plan and convey the entire parcel to the city for development of a city park. The city also requested the state to participate in development of the entire parcel. Reversion of the land back to the state would take place should the city fail to maintain the buildings and the land for public purposes.

The Board directed the staff to develop the depot location based on conveyance to Wallace of the land between the Coeur d'Alene River and the Interstate, and west of the West Wallace Interchange

MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

September 8, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9 AM on Thursday, September 8, 1983. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
E. D. Tisdale, Chief of Management and Programs
Richard C. Cowdery, Division Administrator - Federal Highway
Administration

Board Minutes. The minutes of the August meeting were approved as distributed to the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 17-20, 1983 - East Idaho Board Tour
November 16-18, 1983 - Tri-Agency meeting at 1:30 PM on 17th.
December 7-8, 1983

Director's Report. Director Manning outlined organizational changes that will be effective October 1, 1983. The changes align all operational functions in the Division of Highways under Chief of Highway Operations Don Cox. All quality control functions will be under the supervision of Chief of Engineering Services Dean Tisdale.

The Director submitted testimony at the August 22 public hearing conducted by Senator Symms on the Surface Transportation Assistance Act of 1982. He advocated a federal weight/distance tax on the heaviest trucks.

Director Manning addressed the Idaho Motor Transport Association's annual meeting in Coeur d'Alene on August 22 and responded to questions on the federal transportation tax structure. Association members objected to the current federal fee structures but would not support the more equitable weight/distance tax proposals either.

The Department's 1984 proposed state legislation was submitted to the Governor on September 1 for inclusion in his package. The Director briefly reviewed each proposed bill with the Board.

Rule Nos. 39.01.32.01, Computation of Mileage Use Fees; 39.01.32.02, Bonded Certificates of Title; 39.01.32.03, Audit of Highway Use Fees; 39.01.33.01, Restricted Drivers Licenses (formerly

September 8, 1983

AAG946

39.01.32.04); and 39.01.33.02, Violation Point Count System. The Board approved 32.01 and 32.04 on an emergency basis effective June 6, 1983 with an expiration date of October 4, 1983. They approved 32.02, 32.03, and 33.02 on an emergency basis effective June 30, 1983 with an expiration date of October 28, 1983.

The germaine legislative subcommittee has until September 13 to comment; the general public may comment until September 23, 1983.

Contingent on receiving no adverse comments, the Board approved the above rules on a permanent basis. Should adverse comments be received, the Board approved extending the emergency period 60 days in accordance with Section 67-5203(b) Idaho Code. (ACTION: BOARD SECRETARY)

Airport Inspection, Project No. M848020. The Federal Aviation Administration is preparing contracts for the performance of their 5010 airport inspections in federal FY84. Their proposal to Idaho is for inspection of 100 airports at a fee of \$22,000; slightly more than double the number of sites inspected in each of the past three years.

As recommended by the Aeronautics and Public Transportation Advisory Board, the Transportation Board authorized the Administrator to accept the FAA contract offer. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

FY84 "402" Highway Safety Plan. The Idaho Traffic Safety Commission met on August 9 and established funding priorities for the FY84 program. The types of projects, planned funding and probable benefits were summarized by Dave Amick.

The Board approved the FY84 Highway Safety Plan as recommended by the Idaho Traffic Safety Commission in the amount of \$1,483,800.00.

Proposed Revision to the State Highway System, SH-69. A section of SH-69 in Kuna between the intersection of SH-69 with Ten Mile Road and the intersection of SH-69 with Orchard Street is recommended for removal from the state highway system. Discussions with Ada County Highway District and the Mayor of Kuna have been favorable.

The Board authorized a system action public hearing for revising the state highway system in Kuna. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Further Development of the Pavement Management System. The system has been developed to a stage where it provides a listing of highway segments ranked on the basis of pavement conditions. The proposed computer programs would select candidate rehabilitation strategies based on pavement condition, then perform life cycle cost analyses to estimate the lowest cost program to maintain systemwide serviceability above a selected level. Estimated cost of this portion of the project is \$150,000.00.

September 8, 1983

As recommended by the Program Control Supervisor, the Board approved distribution of requests for proposal to qualified consulting firms. (ACTION: PROGRAM CONTROL SUPERVISOR)

Location of East Boise Port of Entry. The Board asked the staff to evaluate whether the Port of Entry should be built in conjunction with the Blacks Creek Rest Area.

Design should take into account possible truck/car conflicts that have resulted in the Bliss Port of Entry and Rest Area complex. If these conflicts cannot be resolved, the Board believed the rest area and POE facilities should be separated at the East Boise site.

Registration of Farm, Noncommercial and Commercial Vehicles in Accordance with Section 49-127(i) Idaho Code. For an indeterminate amount of time the classes of carriers identified in Section 49-127(i) Idaho Code have been allowed to register and pay the use fee based upon a system known as "split registration". The term exclusively was not invoked and the carriers were allowed to register such that they could haul for hire at the higher mill rate as commercial carriers and continue their status under the limited category.

It was the recommendation of the Vehicle Services Manager Kinney that proposed legislation for introduction in 1984 be prepared to strike the word exclusively from the Code and develop rules and regulations to control the resulting split registration program. The Board agreed with this recommendation and requested review of the rules at the October Board meeting. (ACTION: VEHICLE SERVICES MANAGER)

Rule No. 39.01.32.07, Temporarily Disabled Persons' Parking Program. Section 49-237 Idaho Code requires that the Board promulgate rules and regulations necessary to administer the program allowing special parking privileges on a temporary basis.

After reviewing the proposed rule, the Board instructed the Board Secretary to proceed with adoption of the rule in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Rule No. 39.01.32.08, Personalized License Plates. Section 49-231 Idaho Code authorizes the issuance and display of personalized license plates and sets forth some standards for the use of such plates. The proposed rule defines the administrative details of that program.

After reviewing the rule, the Board authorized the Board Secretary to proceed with permanent adoption in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Rule No. 39.01.32.05, Manufacturer's Certificate of Origin. Section 49-405(c) Idaho Code states the Board shall set the form of the Manufacturer's Certificate of Origin (MCO) in accordance with the Administrative Procedures Act. The proposed rule provides for

the form and content of the MCO along with the details for administration.

After reviewing the proposed rule, the Board instructed the Board Secretary to proceed with adoption on a permanent basis in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Identification of Bad Checks Received by the Motor Vehicle Bureau. The Board was given a list of current bad checks with names and addresses per their request at the August Board Meeting. Procedures on handling bad checks have been expanded to include the entire department. The Board asked Legal to identify procedures on the extent to which Legal should prosecute bad check writers. The Board asked the staff to vigorously pursue prosecution of violators. (ACTION: CHIEF LEGAL COUNSEL)

Acquisition of Reversionary Land Embraced within the Hill City to Corral Branch of the Union Pacific Railroad, Project No. ST-2342(503), US-20. The staff recommended acquisition of the grant-reversionary lands embraced in the UPRR's Hill City to Corral branch. Abandoned right-of-way land consists of 44.71 acres in fee simple and 26.33 acres of grant-reversionary land.

The Board declared that all grant-reversionary lands within the abandoned Hill City to Corral branch is necessary for highway purposes and is embraced within the state highway system pursuant to the authority granted by Section 40-120 Idaho Code and 43-912 USCA.

Proposed Abandonment of the UPRR Line, Project No. F-2392(35), SH-75 between Ketchum and Richfield. The federal laws as to the rights and duties the Department may have concerning the incorporation of all the grant lands and the proposed abandonment of the UPRR line from Ketchum to Richfield into the highway system is unclear. For this reason the Board authorized Legal to file a declaratory action in federal court against Union Pacific Railroad to determine 1) the Idaho Transportation Department's rights to the Ketchum branch land upon abandonment by the railroad, 2) when abandonment will occur, and 3) what must be done to acquire use of the land.

Replacement of the Goff Bridge, Project No. BR-F-4113(78), US-95. As directed at the August Board meeting, the staff evaluated replacement of the Goff Bridge and an alternate location for US-95 south of the bridge.

The staff recommended and the Board agreed to continue with development of Goff Bridge replacement at the previously approved location. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Engineering Agreement No. E-130, Project No. I-90-1(101)16, Bennett Bay Bridge, I-90. The staff evaluated resumes from six consulting firms and chose Howard, Needles, Tammen and Bergendoff/McCarter and Tuller to begin negotiations on the proposed project. The consultant will study at least six alternatives and include a brief description of the structure type with schematic elevations.

The Board approved the contract with HNTB in the amount of \$91,600.00.

Board Policy B-03-02, Disposition of Real Properties and Their Improvements. A policy was developed to clarify the Board's position on the sale of excess real property owned by the department. Section 40-129(9) and 58-332 Idaho Code assigned responsibility for selling state-owned land to the Board and to the State Land Commission respectively. The Department has deferred to the Land Commission by processing all sales of surplus property through the Department of Lands.

Sale or exchange of land by ITD is recommended because the department can expedite the sale or exchange of land. FHWA suggests the Department explore alternative methods of disposing of real property. The Director of the Department of Lands supports the proposal.

The Board deferred action on Board Policy B-03-02 until the Director and staff investigated the proposal further. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Lunch With Governor Evans. The Board and staff met with Governor Evans at lunch and discussed the 1984 proposed legislation, the proposed Cleft-Tollgate route, Indian Valley, and highway construction priorities. The Board Chairman suggested and the Governor agreed to similar joint meetings on a regular basis.

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 1743 BR-F-3271(31) SH-55	Lake Fork Creek (2.9 Miles S. of Lake Fork) Reconstruct bridge, grade & drain, plant mix pavement
Key No. 159 BR-F-2391(17) US-93	Jct. SH-25 - Newmans Corner Reconstruct 3 bridges
Key No. 2251 HES-4114(58) US-95 Project length 4.83 miles	Lewiston Hill Median Barrier Concrete guard rail
Key No. 3195 I-90-1(161)61 I-90	Wallace, Frontage Road & Canyon Creek Ramp Structures Construct bridges
Key No. 3002 IR-90-1(151)51 I-90 Project length 8.80 miles	Kellogg thru Osburn Seal coat

September 8, 1983

AAG946

Key No. 2470	Sand Hollow - US-20-26 Interchange
IR-80N-1(84)17	Membrane, plant mix overlay & reslope
I-84	
Project length 8.80 miles	
Key No. 2523	Sebree Interchange - US-20 Interchange
IR-84-2(2)90	concrete pavement resurface
I-84	
Project length 5.7 miles	
Key No. 3230	China Point-Pleasant Valley
IR-15-3(66)178	Resurfacing & seal coat
I-15	
Project length 8.40 miles	
Key No. 522	Roberts-Sage Jct. North Bound Lane
IR-15-3(56)135	Resurfacing & seal coat
I-15	
Project length 8.43 miles	
Key No. 2335	Siddoway, East Teton & Enterprise Bridge
BR-RS-6830(14)	Reconstruct bridges
SH-33	
Key No. 1490	Kuna - I-84
BR-RS-3782(9)	Construct six structures
SH-69	(2 short spans)
Project length 9.30 miles	
Key No. 3194	Wallace Citizens Utility Relocation
I-90-1(160)61	Utility relocation
I-90	
Key No. 215	Pole Line Road & Blue Lakes Boulevard
F-HES-2391(39)	Twin Falls
US-93	Traffic signal, turn bay intersection improvement
Companion to Key No. 1246 & 3065	
Key No. 1246	Addison & Martin, Twin Falls
F-2391(51)	Signal installation
US-93	
Companion to Key No. 215 & 3065	
Key No. 83	Great Western Canal
F-FR-6423(9)	Replace bridge
US-20	
Key No. 420	Railroad Bridge Lighting Creek
F-FR-5121(35)	Surfacing rehabilitation & overlay
SH-200	
Project length 2.96 miles	

Key No. 367 Bovil-North
 F-FR-4171(6) Minor widening & resurfacing
 SH-3
 Project length 8.78 miles

Key No. 2360 Mill Creek Structures, Middleton
 F-3271(40) Reconstruct bridge (short span)
 SH-44

Key No. 3256 Macks Inn, North & South
 F-FR-6461(94) Pavement rehabilitation & overlay
 US-20
 Project length 4.70 miles

Key No. 1644 Jct. US-93 - Rock Creek Bridge
 SR-RS-2727(5) Minor widening & resurfacing
 SH-74
 Project length 7.2 miles

Key No. 2718 High Bridge
 BR-RS-5778(3) Bridge deck rehabilitation & overlay, curb
 SH-57 & rail
 Project length 0.1 mile

Key No. 3065 North Five Points (Twin Falls)
 HES-2391(49) Interchange improvement, turn bays
 US-93
 Companion With Key Nos. 215 & 1246

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. STM-0004(504), Key No. 2934. The work consists of painting steel hand rails, steel shell piling and structural steel on the above bridges, in Twin Falls, Gooding, Cassia and Minidoka Counties; state financed project. The contract was approved for award to Kenaston Corporation, Lewiston, Idaho, the low bidder in the amount of \$94,078.00.

Project No. M-8233(001), Key No. 1681. The work consists of constructing the roadway, plant mix pavement and a 22' prestressed concrete bridge over the Phyllis Canal on 2.030 miles of Midland Boulevard in Nampa, in Canyon County; federal & state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$1,374,019.08.

Project No. M-7231(007), Key No. 488. The work consists of constructing concrete pavement, plant mix pavement, storm sewer and lighting on 0.89 mile US-91, Bannock County; federal & state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$1,637,511.50.

Project No. ER-3271(42)A, Key No. 3079. The work consists of removing the existing slide material, rebuilding the roadway with lightweight fill material, installing drainage system, placing base aggregate, plant mix pavement, slope dressing the entire slide area and constructing a detour road on 0.085 mile of SH-55 (M.P. 59.7), in Boise County; federal & state financed project. The contract was approved for award to Nelson Sand & Gravel Co., Inc., Boise, Idaho, the low bidder in the amount of \$669,575.12.

Stockpile Nos. 4634, 4635 & 2506, Key Nos. 2705, 2706 and 3128. The work consists of furnishing cover coat material, road mix and anti-skid aggregates in stockpiles at the Deary, Bovill and Fleming Maintenance Yards, Source Lt-87-s and for the Kidder-Harris Highway District, in Latah and Idaho Counties; state financed project. The contract was approved for award to Grant Construction Co., Greenacres, Washington, the low bidder in the amount of \$370,290.00.

Stockpile No. 3596, Key No. 2430. The work consists of furnishing covercoat material Type 1 (Modified), 1/2" aggregate for road mix, and sanding material in stockpile at the New Plymouth stockpile site, left and adjacent to M.P. 25.2 on US-20, in Payette County; state financed project. The contract was approved for award to Boise Paving and Asphalt Co., Boise, Idaho, the low bidder in the amount of \$116,985.00.

Project No. SR-RS-4808(8), Key No. 2457. The work consists of constructing the roadway, drainage structures, and plant mix pavement on 3.63 miles of SH-9, in Latah County; federal & state financed project. The contract was approved for award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder in the amount of \$1,475,891.20.

Project Nos. F-FR-1382(5) and FL-38-1(3), Key Nos. 1320 and 1319. The work consists of reconditioning the roadway, adding additional drainage and providing base and plant mix pavement on 18.25 miles of US-26 between M.P. 272.0 and 290.25, in Bingham County; federal & state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$2,747,043.40.

Project No. F-FR-3112(49), Key No. 1489. The work consists of widening the roadway, extending structures, and placing a plant mix overlay on 10.419 miles of US-95, in Washington and Adams Counties; federal & state financed project. The contract was approved for award to H-K Constructors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$1,795,831.25.

Project No. RS-1769(2), Key No. 1747. The work consists of constructing roadway approaches and a 227' prestressed concrete bridge over the Bear River on FAS-1769, in Franklin County; federal & state financed project. The contract was approved for award to Idaho Construction Co., Twin Falls, Idaho, the low bidder in the amount of \$484,564.20.

Stockpile Nos. 1636, 1637, 1647 & 5513, Key Nos. 2107, 2108, 2425 and 3311. The work consists of producing anti-skid material in stockpiles as follows: 8,000 C.Y. to Stockpile 1636, 4,000 C.Y. to Stockpile 1637, 8,000 C.Y. to Stockpile 1647 and 11,000 C.Y. to stockpile 5513, in the vicinities of Lava Hot Springs, Lund, Cleveland and Montpelier, respectively in Bannock, Caribou, Franklin and Bear Lake Counties; state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$196,870.00.

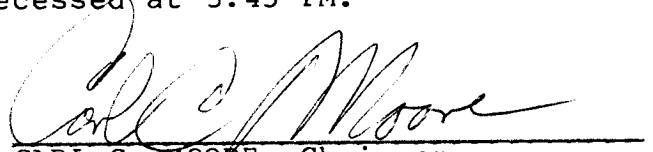
Project No. BR-SOS-2200(5), Key No. 2558. The work consists of constructing the roadway, approaches and a 206' prestressed concrete bridge over Falls River on CCC Camp Road, in Fremont County; federal & state financed project. The contract was approved for award to Severance Construction, Inc., Eden, Idaho, the low bidder in the amount of \$372,080.90.

Stockpile No. 1505, Key No. 2911. The work consists of producing cover coat material type 2 and 1/2" aggregate for road mix in stockpile at the Bonners Ferry Maintenance Yard, and 1/2" aggregate for road mix in stockpile at Source Site By-5-s in Boundary County; federal & state financed project. The only bid was more than 10% over the engineer's estimate. The District believes that advertising this project in the near future for completion within 60 working days by June 1, 1984 would provide contractors with time to complete their present obligations and complete this project with no danger of incurring charges for liquidated damages. Based on that justification the District and Contract Administration recommend rejecting the bid and readvertising the project in the near future. The Board concurred.

Delegation - Gordon Tate, Project No. F-5115(12), Parcel No. 1. Mr. Tate questioned the necessity of the right-of-way take on the project south of Coeur d'Alene on US-95. He believed the width of 200-300 feet through his property was excessive.

The Board directed the staff to examine design plans and specifications to determine if the right-of-way could be reduced without impeding project construction. In addition they asked the staff to review basic right-of-way requirements. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

WHEREUPON the Board meeting recessed at 3:45 PM.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
October 17, 1983
Boise, Idaho

September 8, 1983

AAG946

SUPPLEMENT TO THE SEPTEMBER 1983 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

September 13, 1983

Through telephone contact with Board Chairman Carl C. Moore and Member Roy I. Stroschein on September 13, 1983, the Chief of Highway Development obtained concurrence in award of the following contract to Soils Sampling Service, Puyallup, Washington, the low bidder in the amount of \$80,308.20:

Project No. IR-15-1(88)22, Key No. 3073. The work consists of installing horizontal drains, exploratory and other related work by force account to investigate and attempt to stabilize the landslide at milepost 22.6 of I-15 near Malad.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 17, 1983
Boise, Idaho

September 13, 1983

MINUTES OF THE REGULAR MEETING
AND EAST IDAHO TOUR
OF THE IDAHO TRANSPORTATION BOARD

OCTOBER 17-21, 1981

The Idaho Transportation Board met in regular session in Boise Idaho in the Transportation Building at 2 p.m. on Monday, October 17, 1983. Present were:

Carl C. Moore, Chairman - District III
Roy I. Stroschein, Member - District I
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G.K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
E.D. Tisdale, Chief of Engineering Services
Richard C. Cowdery, Division Administrator - Federal Highway
Administration

Board Minutes. The minutes of the September meeting were approved as distributed to the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

November 16-17, 1983 - Tri-agency meeting at 1:30 p.m. on the 17th.

December 7-8, 1983.

Director's Report. Mr. Manning mentioned that Dave Turner an employee in the Materials Lab received an incentive award from Governor Evans for his suggestion of a water cure for concrete testing.

In a speech before the Rotary Club on September 14, Director Manning outlined the scope and direction of the National Research Council study on safety, energy and economic effects of the 55 MPH national maximum speed limit. As the only state transportation agency director on the nineteen member panel, Mr. Manning will provide the state perspective on this and related issues, including enforcement, compliance and funding sanctions.

At the annual AASHTO meeting in Denver, the Director participated in two panel discussions on the "status of regulatory reform" and the "safety implications of long truck combinations".

During a meeting with State Senator Parry and others the subject of school bus registration was examined. Some school buses are used for commercial purposes after hours but register under the school bus schedule. Commercial and school bus registration is taxed at a different rate, and the Motor Vehicle Bureau is examining the complaints.

October 17, 1983

AAG946

The legislative subcommittee on miscellaneous taxes and user fees met in October and expressed an interest in sponsoring the legislation proposed by the Department to increase airman and aircraft registration.

Director Manning and staff visited the Oregon Motor Vehicle Bureau to examine their title and licensing operations. It is expected that same group will visit Washington for an inspection of their operations.

The September manpower report shows a total of 1,870 employees.

Legal has determined that state law does not allow vending machine installation on controlled access highways. The Idaho Commission for the Blind has been advised that legislation exempting their installations from this restriction in Section 40-308, Idaho Code would be necessary.

After the meeting with Governor Evans during the September meeting, the staff prepared a list of highway projects on US-95. The Governor asked for a briefing report on the status and benefits of the proposed routing from Emmett to Mesa. (ACTION: CHIEF OF ENGINEERING SERVICES)

Rule No. 39.03.27.02, Federal Aviation Regulations. The existing rule contains an obsolete reference to Federal Rules of the Air. Revisions to this rule are not considered substantive; and, therefore, according to Legislative Council, do not require processing through the Administrative Procedures Act. The Board adopted revised rule number 39.03.27.02.

Lewiston Interstate Bridge Railroad Crossing, Project No. RRP-RRS-4114(65), Key No. 2858. The City of Lewiston requested that the design of the project be modified to permit northbound Snake River Avenue traffic direct across to Main Street. The Board asked the staff to advise Lewiston Mayor that a traffic study is presently underway and upon completion of the study a review would be made to see which alternative is the best. (ACTION: CHIEF OF ENGINEERING SERVICES)

Hearing Officers. The following hearing officers were approved by the Board to hear and decide cases under the Highway Beautification Act, Title 40, Chapter 28, and for hearings held pursuant to Department Administrative Rule No. 39.01.32.03 concerning audits of mileage and fuel tax.

Stephen B. McCrea - District 1
 Timothy J. Lape - District 2
 Steven A. Thomsen - District 5
 Keith M. Walker - District 6

Joint Participation with Oregon for the US-30 Ontario Bridge Crossing the Snake River, Project No. BR-F-3111(27), Key No. 732. By joint agreement, Idaho and Oregon share 50/50 in the cost of improving or maintaining Weiser, Payette, Ontario and Nyssa bridges

that cross the Snake River. Oregon has recently initiated the replacement of the existing westbound structure on US-30. They recommend that we advance this project from FY90 to FY84 or FY85.

After analyzing the bridge program and recommendation of staff, the Board approved the advancement of the subject project from FY90 to FY84 as a joint participation project with the State of Oregon.

Rail Rehabilitation Project on the St. Maries River Railroad (STMA). The Board approved continuing the project using FY83 funds with the St. Maries River Railroad continuing to provide the work under force account. The total of the work on this phase, including 30 percent match from STMA, amounts to \$136,100.

Evaluation of Selected Routes for Modified Designations. Chief of Engineering Services Tisdale explained exhibits depicting the following actions:

Replace the US-30 designation from east of Twin Falls to Burley with an extension of SH-81 and transfer US-30 to I-84.

Replace the SH-44 designation with US-20-26, and designate existing US-20-26 from Caldwell to Boise as SH-44.

Remove US-91 from Pocatello to Blackfoot from the State Highway System, and replace the US-91 designation from Blackfoot to Idaho Falls with an extension of SH-39.

Mr. Tisdale outlined the estimated cost and requirements for accomplishment of the modified designations. The justification for proposed changes relates to functional classification and parallel service.

The subject was discussed but deferred pending further investigation.

Rule No. 39.01.32.06, Registration and Computation of Use Fees on Limited Classification Carriers Engaging in Limited and For-Hire Operations. At the September meeting the Board requested that rules and regulations to control the "split registration" concept be prepared. The proposed rule will provide flexibility on allowing the limited classification carrier (farmer, logger, etc.) to use equipment in for-hire operations, and will ensure understanding of the mileage use fee records maintenance and reporting requirements.

Prior to adopting Rule No. 39.01.32.06, the Board directed the staff to prepare proposed legislation for introduction during the 1984 session to strike the term "exclusively" from Section 49-127(i), Idaho Code to control the resulting split registration program. (ACTION: CHIEF OF MOTOR VEHICLES)

Rule No. 39.01.32.09, Refund of Fees for Title Service and Motor Vehicle Registration. The proposed rule deals with requests from the public for a refund of title and registration fees on vehicles and establishes criteria by which refunds are granted or

denied. The refund policy provides uniformity for the Department and County Assessors in making a decision when presented with a request for refund.

The Board authorized the Board Secretary to proceed with permanent adoption in accordance with Administrative Procedures Act.
(ACTION: BOARD SECRETARY)

Proposed Rule for Titling of Non-Resident Owner/Operator Vehicles. Section 49-402, Idaho Code requires all motor vehicles registered in Idaho to be titled in the state. The requirement presents unique problems for non-resident owner/operators who lease to Idaho trucking companies. Legislation may not cover the changing needs of the trucking industry and could prevent the Department from having the flexibility to meet the changes as they occur without further legislative changes. The staff proposed a change to Section 49-402, Idaho Code to allow the Board to adopt and enforce rules and regulations to deal with this situation. The draft rules have been distributed to the industry for their review and comment. A future recommendation will not be made until after the industry has had an opportunity to study the proposal.

Council Municipal Airport, Project No. 3-15-0011-01. The airport's surface break-up is due either to inadequate drainage or an inadequate base. The Division and Advisory Board recommends a \$6,000 grant for airport improvements including a materials investigation contract with Northern Engineering and Testing, Inc. as a part of the \$6,000 grant. The city will match the \$6,000 grant with Federal Aviation Administration Funds amounting to \$108,000 for a total allotment of \$120,000.

The Board approved the recommendation for improvements and investigation of the Council Municipal Airport.

FY83 UMTA Section 18 and 9a Program. The Board agreed with the Section 18 project review committee recommendations for FY83 funding as follows:

Section 18

Ketchum/Sun Valley Public Transit Authority	\$145,000
Southeast Idaho Council of Governments	
(Pocatello)	\$ 38,920
Panhandle Area Transit Inc. (Coeur d'Alene)	\$100,000
Trans IV (Twin Falls)	\$109,000
C.A.R.T., Inc. (Idaho Falls)	\$115,000

Section 9a

Shoshone Bannock Tribes	\$ 10,000
Trans IV	\$ 18,600
Ketchum/Sun Valley Public Transit Authority	\$ 15,000
C.A.R.T., Inc.	\$ 61,000
Panhandle Area Transit	\$ 8,900

Property Acquisition, Project No. IR-84-2(1)50, Parcel No. 3.
The Board concurred with the Chief of Operations recommendation to proceed with acquisition of the William C. Scott parcel which is in excess of \$80,000.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Stockpile No. 3610, Key No. 3099. The work consists of furnishing, crushing and stockpiling sanding material in stockpile at the Mountain Home Yard (site located approximately 0.2 mile east M.P. 0.54, I-84, Business Loop), in Elmore County; state financed project. The contract was approved for award to Boise Valley Excavation, Boise, Idaho, the low bidder in the amount of \$63,500.00.

Project No. BR-M-7046(005), Key No. 2150 - The work consists of constructing roadway, approaches and a 75' prestressed concrete bridge over the Idaho Canal on Lincoln Road, Idaho Falls, in Bonneville County; federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$314,107.50.

Stockpile No. 1505, Key No. 2911 - The work consists of producing cover coat material Type 2 and 1/2" aggregate for road mix in stockpile at the source site (BY-5-s), in Boundary County; state financed project. The contract was approved for award to N.A. Degerstrom, Spokane, Washington, the low bidder in the amount of \$96,500.00.

Stockpile No. 1501, Key No. 2907 - The work consists of producing cover coat material Type 2, crushing salvaged plant mix, primary screenings and secondary screenings in stockpile at Coeur d'Alene (40 acres) Maintenance Yard, 0.5 mile left of M.P. 11.3, I-90, in Kootenai County; state financed project. The contract was approved for award to N.A. Degerstrom, Inc., Spokane, Washington, the low bidder in the amount of \$109,295.00.

Project No. I-90-1(129)29, Key No. 2255 - The work consists of constructing the roadway, drainage structures and plant mix base, and modifying a 26' concrete bridge on 3.1 miles of I-90, Reserve Creek to Cedars P.O.E., in Kootenai County; federal and state financed project. The contract was approved for award to Murphy Bros., Inc., Spokane, Washington, the low bidder in the amount of \$5,769,945.69.

Stockpile Nos. 2632 & 2653, Key Nos. 2428 and 2673 - The work consists of producing cover coat material, 3/8" road mix aggregate and anti-skid material (secondary screenings) in stockpiles, in Lincoln and Blaine Counties; state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$55,775.00.

Project No. I-15W-4(43)30, Key No. 272 - The work consists of constructing a divided roadway, drainage structures, a 26'x92' overpass, a 40'x356' underpass, a 44'x130' overpass, 9'x11'x100' and 9'x11'x500' box culverts, frontage and access roads, base gravel and plant mix base on approximately 3.957 miles I-86, Eagle Roack to Rockland Jct., in Power County; federal and state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, Idaho, the low bidder in the amount of \$5,509,920.09.

Project No. RS-6862(5), Key No. 1843 - The work consists of constructing the roadway, drainage, base, plant mix pavement, and seal coat on 4.5 miles of the Dubois-Kilgore Road in Clark County; federal and state financed project. The low bid was more than 10 percent over the engineer's estimate. Had the engineer's estimate reflected a more realistic unit price for borrow, the low bid would have been within 7 percent of the engineer's estimate. The county engineer and commissioners along with the district recommend award of this contract. The Board agreed and the contract was approved for award to Bannock Paving Company, Inc., Pocatello, Idaho in the amount of \$904,871.40.

Project No. ST-84-1(504), Key No. 3197 - The work consists of repairing a 212 foot concrete underpass on I-84, Black Canyon I.C. at M.P. 12.898 in Payette County; state financed project. The low bid was more than 10 percent over the engineer's estimate. After adjusting the engineer's estimate to more accurately reflect existing conditions, the low bid is still more than 10 percent over the engineer's estimate. The District believed that it would be in the public's best interest to award the contract for safety and traffic control during construction on the Interstate. The Board agreed. The contract was approved for award to Alexander Construction Company, Nampa, Idaho, the low bidder in the amount of \$29,000.

Consulting Services for Viaduct Alternate Design, Project No. I-90-1(47)61, I-90. The FHWA has refused participation if only one design is prepared for contract. The post-tension concrete alternative is being prepared in-house. Inadequate resources make it necessary to solicit consulting services for the steel alternate.

The Chief of Highway Development was authorized to negotiate an agreement with the consultant to design a steel viaduct alternate. He was also directed to meet with the FHWA to determine acceptable equal alternatives. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

WHEREUPON, the Board recessed at 4:40 p.m.

TUESDAY, OCTOBER 18, 1983

The following people began the East Idaho Board Tour at 8 a.m. on October 18, 1983:

Carl C. Moore, Chairman
Roy Stroschein, Member
Darrell Manning, Director
Mary F. Brooks, Board Secretary
G.K. Green, State Highway Administrator
W.W. Sacht, District 3 Engineer
Richard C. Cowdery, FHWA Division Administrator

The group drove from Boise to Ketchum via SH-21 and SH-75. District 4 Engineer Johnson joined the tour north of Ketchum. District 3 Engineer Sacht returned to Boise.

State Senator John Peavey. The Senator met for dinner with the Board to discuss complaints he had received about the chip seal project south of Ketchum. Complaints included size of the chips, poor signing, traffic and speed control, pilot cars and a large percentage of broken windshields.

The Director indicated the staff would review the concerns and contact the Senator. (ACTION: DISTRICT 4 ENGINEER)

WEDNESDAY, OCTOBER 19, 1983

The group departed Ketchum traveling south on SH-75 and east on US-20-26-93 to the Craters of the Moon. District 6 Engineer Dick met the group at that point. District 4 Engineer Johnson returned to Shoshone after a stop at Arco.

The tour continued on US-20 to Idaho Falls.

Review of Community and Rural Transportation (C.A.R.T.), Inc. Facilities. Herbert Norr, managing director of the public transportation facility in Idaho Falls, described his operation to the Board and stressed the need for state legislation to partially subsidize public transportation operations throughout the state. He and other members of the Idaho Transit Association will expand further on this need for legislation during the November Board meeting.

The tour continued on US-26 and SH-31 and SH-33 to overnight in Driggs.

Dennis Sessions, Member of the Idaho Travel Council, dined with the Board and expressed his appreciation for the Department's cooperation in revising the state highway map to include items of tourist interest.

October 19, 1983

AAG946

Another joint cooperative effort between the Division of Economic and Community Affairs and the Department included the construction and erection of new signs at entrances to Idaho.

THURSDAY, OCTOBER 20, 1983

The group left Driggs traveling north on SH-33, SH-32 and SH-47. They stopped at the Warm River and Robinson Creek proposed bridge projects northeast of Ashton.

FHWA Division Administrator Dick Cowdery left the group at this point to return to Boise.

The tour continued north from Ashton on US-20 and to the Montana Line on SH-87; then south on US-20 for lunch in St. Anthony.

State Representative Rich E. Orme. The Director provided a briefing of local projects. Representative Orme asked about rehabilitation projects using concrete and asphalt. He was told that recycling projects have been cost effective in some locations.

Traveling south on US-20 and I-15, the group drove to Blackfoot where District 5 Engineer Fiala met the tour and District 6 Engineer Dick returned to Rigby.

Delegation - Power County Highway District Commissioners. Commissioner Meadows explained the difficulty the Highway District would have in maintaining the frontage road along I-86 that has been proposed for relinquishment to them. Their overall concern appeared to be mobilizing existing equipment on a road that is out of direction.

Director Manning suggested that an alternative might be an exchange of winter maintenance responsibilities, i.e. the District would plow and sand the frontage road while the county would maintain a stretch of state highway closer to their own system. District Engineer Fiala will negotiate with Highway District Commissioners to determine if that exchange is a viable solution to the problem. (ACTION: DISTRICT 5 ENGINEER)

The tour group returned to Pocatello to stay overnight.


FRIDAY, OCTOBER 21, 1983

Rule Nos. 39.01.32.05, 39.01.32.07, and 39.01.32.08. The rules were approved by the Board at the September meeting and have been processed in accordance with the Administrative Procedures Act. No public comments were received as of October 20, 1983.

The Board officially adopted Rule 39.01.32.05, Manufacturer's Certificate of Origin; 39.01.32.07, Temporarily Disabled Persons' Parking Program; and 39.01.32.08, Personalized License Plates.

October 21, 1983

WHEREUPON, the October Board Meeting and East Idaho Tour
officially ended at 9 a.m.



CARL C. MOORE, CHAIRMAN
Idaho Transportation Board

Read and approved
November 16, 1983
Boise, Idaho

AAG946

October 21, 1983

13

13

13

AAG946



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MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

NOVEMBER 16-17, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9 AM on Wednesday, November 16, 1983.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice-Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G.K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
Richard C. Cowdery, Division Administration - Federal Highway
Administration

Board Minutes. The October Board Minutes were approved with a correction on the third page of the preview minutes concerning modified designations of selected routes. The State Highway Administrator requested that District Engineers be allowed additional time for further investigation.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

December 7-8, 1983
January 11-12, 1984 - Tentative

Director's Report. Maintenance crews have cleared slides and repaired all minor highway damage caused by the earthquake on October 28, 1983. Temporary repairs are expected to hold until spring of 1984 when reconstruction can begin. Total repair costs are estimated at \$425,000. The Department has advised the Federal Highway Administration of its intent to apply for Emergency Relief funds. That request may be deferred in deference to the Horseshoe Bend request. Minor structural damage at the Headquarters supply building is estimated at \$500. The Mackay maintenance building initially sustained damages estimated at \$600. Severe aftershocks on November 4 and 6 toppled the chimney on the Mackay building and separated the end wall from the bearing walls front and back. A reevaluation of the damage to that building is set at \$25,000.

The Director has appointed L.P. "Mac" Sheesley as acting Chief of the Motor Vehicle Bureau effective November 1, 1983. The Board pledged whatever support and additional resources necessary to correct existing problems within that Bureau.

Extensive modifications and space remodeling in the Motor Vehicle Bureau have taken place over the last year; however, serious

November 16, 1983

ABA641

space problems continue. The Chief of Administration asked to undertake an evaluation of all present functions and perform work flow analyses to assure that optimum work space is provided. The Board approved his request.

The Director attended a meeting of the steering committee charged by Congress to determine if a correlation exists between the decline in traffic fatalities and the 55 mile per hour national speed limit. Preliminary results of statistical tests show the highest correlation exists between the state of the economy and the reduction in fatalities. Also identified was that speed on the Interstate affects speed on primary and secondary systems.

Quitclaim Deed to Real Property, Project No. FAP 9-A.B.C.E., Parcel Nos. 18 and 19, US-95. This portion of US-95 was removed from the system and control relinquished to Adams County in 1963. All title and interest to the real property, however, remained with the Idaho Transportation Department. Chief Legal Counsel Trabert recommended that a quitclaim deed to the real property, subject to the quiet title suit, be executed in favor of Adams County. The Board concurred.

Purchase of Bowman Property, State Street in Boise. At the June-July 1983 meeting the Board approved appraisal and purchase of the subject property not to exceed \$40,000. Chief of Administration Neumayer requested and received approval to purchase subject property not to exceed \$42,000.

Location Hearing, Project No. F-2392(035), SH-75. After reviewing the hearing testimony, the Board selected the railroad alternative as a corridor for future transportation use along SH-75 between Bellevue and Ketchum as described in the Environmental Assessment. The decision will allow the purchase of railroad right-of-way. In addition, they decided that future considerations for SH-75 or other transportation facilities through Bellevue and Hailey be studied further relative to local and area transportation needs. Design of the facility and traffic needs in the corridor will be the subject of a future public design hearing. Their decision is as shown in Exhibit C-211 which is made a part hereof with like effect.

Level of Development and Route Priority Plans for the State Highway System. An initial proposal by the Board was reviewed by District Engineers and the Design Supervisor. Chief of Engineering Services Tisdale recommended and the Board approved consolidating the priority map from five to three priority levels for simplification and to avoid over refinement. The Board also agreed to the extension of two priority one routes: SH-16, south to intersect with I-84; and US-95, south from I-84 to connect with US-26 south of Parma.

The Board approved the modified level of development plan after recognizing traffic volume criteria discussed by CES Tisdale.

Five-Year Forest Highway Development Status Report. A system-wide analysis of forest highways was made and priority groups established to aid in project selection. Idaho's forest highway funding was increased only slightly, even though the total annual federal program increased from \$33 to \$50 million. The Surface Transportation Assistance Act of 1982 changed the method of distributing funds from statutory apportionment to discretionary allocation. The Act also based the formula on "the relative needs of the various elements of the national forest system: rather than the previous "area and value of the land owned by the United States within the national forests." Objections to the allocations have been pursued with the Congressional delegation.

Feasibility Study for Possible Modification of Interchange Configurations in Post Falls, I-90. Post Falls officials and private citizens expressed enthusiastic interest in having the Department review the transportation needs in their area. The present circulation pattern was chosen by city officials at the time the interchange was designed and only after a series of studies, meetings, and modifications. The staff believes the best way to accomplish the goals and objectives of the requested proposal is through a feasibility study utilizing Interstate 4R funding. The Board approved that recommendation.

Removal of a Portion of SH-69 in the City of Kuna. No interested citizens attended the October 27, 1983 public hearing. Local officials present supported the removal as proposed. The Board approved the removal effective January 1, 1984. Their decision is as shown in Exhibit B-231 which is made a part hereof with like effect.

Removal of a Portion of US-95 Business in the City of Payette. No interested citizens attended the hearing held on October 26, 1983. Local officials present supported the removal as proposed. The Board approved the removal effective January 1, 1984. Their decision is as shown in Exhibit B-232 which is made a part hereof with like effect.

Removal of a portion of SH-37, Project No. SR-1701(13). A system action public hearing was held on February 25, 1981 concerning the removal of the Malad City Loop on SH-37 from the state highway system. The Board determined at that time that said section would be removed upon completion of the subject project. The District advised that project has now been completed and accepted by Malad City.

The Board's Official Minute is as shown in exhibit B-233 which is made a part hereof with like effect.

Development of Innovative Marketing Programs for Selected Transit Properties in Idaho. To increase public awareness of public transportation in small urban or rural areas, the Division recommends a professional marketing study be made which can be used to prepare a marketing plan based on actual perceptions in a community.

November 16, 1983

ABA641

The Board agreed with the concept and asked to review the request for proposals which would be sent to consultants. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings:

Key No. 1751	Robison Creek & Warm River
Project No. BR-RS-6801(3)	Bridge near Ashton
SH-47	Constructing bridge
Project length 0.38 miles	
Companion to Key No. 2356, Project No. BR-RS-6801(5)	
Key No. 3163	Deep Creek - Colton Road
Project No. I-15-1(100)16	Resurfacing, restoration/
I-15	rehabilitation, minor widening
Project length 5.8 miles	
Key No. 732	Snake River Bridge (Ontario)
Project No. BR-F-3111(27)	Structure
US-30	
Key No. 3017	Hope - Railroad Bridge
Project No. F-FR-5121(34)	Surfacing
SH-200	
Project length 7.240 miles	
Companion to Key No. 420, Project No. F-FR-5121(35)	
Key No. 2947	Virginia - Arimo
Project No. I-15-1(99)35	Seal coat travel lanes,
I-15	including I.C. ramps.
Project length 10.9 miles	

Bids. The Board acknowledge action of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bids:

Project No. BR-RS-1853(1), Key No. 1340--the work consists of constructing the roadway, drainage structures, base, plant mix pavement, concrete pipe siphon with inlet and outlet structures, removal of the existing Tom Bennett Bridge and construction of a new 521' prestressed concrete bridge over the Snake River on the New Sweden Road north of Shelley, on 0.42 mile of FAS-1853, in Bingham County; federal and state financed project. The contract was approved for award to J & J Contractors/O.T. Davis Construction, AJV, Blackfoot, Idaho, the low bidder in the amount of \$1,066,111.14.

Project No. F-3111(11), Key No. 87--the work consists of constructing the roadway, drainage structures, signalization, bike path, and plant mix pavement and the rehabilitation of the Business Loop on 3.65 miles of US-95, Fruitland Section, I-84 - Gayway Jct., in Payette County; federal and state financed project. The contract was approved for awarded to Larry McEntee dba Central Paving Co., Boise, Idaho, the low bidder in the amount of \$3,360,815.64.

November 16, 1983

Project No. BR-RS-6830(14), Key No. 2335--the work consists of constructing a 23' concrete bridge over the Siddoway Canal, a 16' concrete culvert over the East Teton Canal, and a 23' concrete bridge over the Enterprise Canal on SH-33, in Madison and Fremont Counties, federal and state financed project. The contract was approved for award to C&H Construction, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$176,867.70.

Project No. IR-84-3(3)194, Key No. 2602--the work consists of removing a portion of existing asphalt concrete surface and placing a plant mix pavement and seal coat on 5.9 miles of I-84, Greenwood to Kasota Road I.C., in Jerome County; federal and state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$810,454.50.

Building Nos. 9911 and 9912--the work consists of constructing a 66'8"x25' concrete and metal rigid frame garage building, a concrete and metal canopy, and parking lot paving at the Headquarters complex in Boise, in Ada County; state financed project. The contract was approved for award to Wright Brothers, Eagle, Idaho, the low bidder in the amount of \$95,623.31.

Project No. STM-1836(502), Key No. 1718--the work consists of furnishing and applying a seal coat on approximately 17 miles of US-91 from M.P. 101.7 to M.P. 118.7, in Bingham County; state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, Idaho, the low bidder in the amount of \$242,433.00.

Project Nos. STM-5172(503) & STM-5152(559), Key Nos. 2411 and 2906--the work consists of seal coating 36.352 miles of SH-3, Latah County Line to St. Maries, and 14.749 miles of SH-6, Latah County Line to Jct. of SH-3 and SH-6, in Benewah and Shoshone Counties, state financed project. The contract was approved for award to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder in the amount of \$275,357.00.

Project No. BR-F-4201(34), Key No. 1583--the work consists of constructing a 302"x158" corrugated plate arch and approaches 0.093 mile of US-12 over Cottonwood Creek, in Nez Perce County, federal and state financed project. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder in the amount of \$770,604.96.

Project No. F-FR-6471(94), Key No. 3256--the work consists of constructing a blade laid plant mix leveling course, fabric membrane, plant mix overlay and seal coat on 4.7 miles US-20, Mack's Inn North and South, in Fremont County; federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$596,665.40.

Project Nos. IR-15-3(66)178, STM-15-3(513), Key Nos. 3230 and 2964--the work consists of mechanically planing, removing the loose material, replacing it with plant mix pavement and seal coating full

width on 8.72 miles of the northbound lane and 1.56 miles of the southbound lane at Spencer Interchange, and seal coating ramps at both the Spencer and Stoddard Creek Interchanges, and seal coating north and southbound lanes, Pleasant Valley - Montana Line, in Clark County; federal and state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$1,078,340.50.

Stockpiles Nos. 2637 and 4510, Key Nos. 2433 and 3083--the work consists of producing cover coat material, 3/8" aggregate for road mix pavement in stockpiles, and stockpiling secondary screenings in Jerome and Twin Falls Counties; state financed project. The low bid was more than 10 percent over the engineer's estimate. The project required the contractor to crush a multitude of large boulders left over from previous crushing projects. It was difficult to estimate the cost of crushing those boulders for lack of comparison. Revising the engineer's estimate accordingly, the low bid would be within 10 percent of the estimate. District 4, Maintenance and Contract Administration recommend award of the project; the Board concurred. The contract was approved for award to Clark Crushing, Inc., Buhl, Idaho, the low bidder in the amount of \$162,300.00.

Rule No. 39.02.03.6, Highway Relocation Assistance to Persons Displaced from Real Property for Highways. A recent change in the Federal Aid Program Manual increased the amount from \$1,000 to \$2,500 that a business or farm operation could be entitled to if they choose to move themselves.

In accordance with Section 67-5203(a)(4), Idaho Code, the Board approved the subsequent revision to Section 5,2(2)(c) of the subject rule.

Negotiations in Excess of \$80,000, Project No. Q-I-90-1(138)14, Parcel No. 15, I-90. After reviewing the appraisals, the Board directed the staff to proceed with acquisition of the Sherman's Restaurant and Bar parcel which is in excess of \$80,000 fair market value and granted additional authority to settle the parcel within 10 percent over FMV if necessary.

Negotiations in Excess of \$80,000, Project No. F-6501(25), Parcel No. 4, US-26. After reviewing the appraisals, the Board concurred in the staff's recommendation to proceed with negotiations on the Pancheri parcel which is in excess of \$80,000 fair market value, and granted additional authority to settle the parcel within 10 percent over FMV if necessary.

Settlement in Excess of \$80,000, Project No. IR-84-2(1)50, Parcel No. 3, I-84. The Board concurred in the Chief of Highway Operations recommendation and approved settlement of the Scott parcel.

Permanent Easement, Marsing Maintenance Yard No. 3270, US-95. The City of Marsing requested a 20-foot permanent easement for the installation of a water main across the north edge of the Marsing maintenance yard.

The Board agreed with the staff's recommendation and granted the City of Marsing a permanent easement over and across Yard No. 3270.

Hydraulic Study on the Coeur d'Alene River in Wallace, Project No. I-90-1(47)61, I-90. The Wallace project has several bridges crossing the Coeur d'Alene River and is in the regulated flood way (RFW). It is essential to ascertain the impact of the RFW for the purpose of gaining clearances from FHWA, Federal Emergency Management Agency (FEMA) and the City of Wallace. Three equipment rental agreements have been separately negotiated with CH₂M Hill of Boise who originally conducted a flood study on the Coeur d'Alene River several years ago for FEMA.

The Board approved the three equipment rental agreements not to exceed a total amount of \$12,878.34.

Combined Location and Design Public Hearing, Project No. IR-84-1(9)49, I-84. The project is listed for FY85 and scheduled for construction in the second quarter of 1986. The Maple Grove grade separation would continue the existing one-mile spacing on the Interstate crossovers and would improve traffic circulation between developing areas in Boise.

The Board approved a combined location and design public hearing to be advertized upon receipt of FHWA approval of the environmental assessment.

Combined Location and Design Public Hearing, Project No. I-IR-184-1(8)0, I-184. The Wye Interchange modification in Boise will provide a new two-lane ramp from I-184 to the eastbound lanes of I-84.

The Board approved a combined location and design public hearing to be advertized upon receipt of FHWA approval of the environmental assessment.

Delegation - Idaho Motor Transport Association (IMTA). Ken Heald of Western Highway Institute (WHI) discussed his review of ITD's 1982 Motor Carrier Study. As IMTA's consultant, he endorsed the methodology used in producing full-fee registration fee structures to replace the existing weight-distance approach. The Board agreed to review the information presented and took the matter under advisement.

Proposed legislation to limit semitrailer combinations to 39 feet from king pin to rear axle would meet with opposition from some IMTA members. Director Manning suggested that since all routes cannot accommodate the federally allowable 48 feet, the Department would entertain alternatives that would ensure the safety of the traveling public. The Association did not endorse the Department's proposed legislation assessing a \$5 fee for temporary letters of authority.

November 16, 1983

ABA641

Chairman Moore cited incidents of trucks exceeding the speed limit and the resultant damage to the industry's public relations.

Claude Abel, IMTA's Managing Director, suggested the establishment of a committee of representatives from the trucking industry, Departments of Transportation and Law Enforcement to periodically meet with Governor Evans to discuss mutual items of interest. (ACTION: BOARD SECRETARY)

Delegation - Idaho Transit Association (ITA). Members of the ITA Board asked for assistance in identifying options available to provide necessary funding for existing systems. They believed a moratorium should be put on new public transportation systems funded by the Urban Mass Transportation Administration. The Board agreed. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

Director Manning agreed to meet with Governor Evans to discuss the possibility of General Funds for public transportation operating assistance and administration. (ACTION: DIRECTOR)

THURSDAY, NOVEMBER 17, 1983

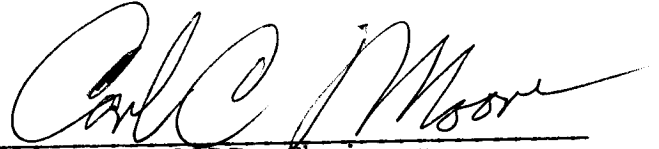
Press Conference - Horseshoe Bend Hill, SH-55. The Board and Director participated in a press conference in Governor Evans' office to announce the preliminary findings of a study to determine if the existing route could be stabilized and, if not, to identify alternate location(s) to serve north-south traffic on SH-55. Rehabilitation of the present road was determined to be the least desirable alternative due to water saturated soils and shale, making a gigantic unstable mass subject to movement. Construction to restore the existing highway would have little success as a permanent solution.

Two other alternatives were identified: East Plan and the Ridge Route. The former appears to offer a desirable solution to the slide problem. It would cost less to construct a new section of highway, but either alternative has a steeper grade.

Director Manning itemized statistics on each alternative and indicated that completion of a new route could occur by fall of 1987 if funds were available. The Department has submitted a request to the FHWA for Emergency Relief funds. FHWA Division Administrator Cowdery expects the decision on funding within the next few months.

November 17, 1983

Reconsideration of Order of Condemnation, Project No.
F-6471(76), Parcel No. 37.1, US-20. In July 1982 the Board executed
an order of condemnation and suit was filed August 19, 1982.
Updated appraisals reflect a substantial increase in the fair market
value since the date of condemnation. The Board believed that any
further expenditures, beyond the amount deposited in the court,
cannot be justified and, therefore, hereby abandoned the condem-
nation action.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
December 1, 1983
Boise, Idaho

November 17, 1983

ABA641

MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

December 7, 1983

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m., on Wednesday, December 7, 1983. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
E. Dean Tisdale, Chief of Engineering Services
Richard C. Cowdery, Division Administrator - Federal Highway
Administration

Board Minutes. The November Board Minutes were approved as distributed to the Board Members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

January 11 - 12, 1984
February 15 - 16, 1984 - tentative

Director's Report. Director Manning, Board Member Roy Stroschein and SHA Keith Green attended the opening ceremonies of the Caldwell section of Interstate 84 on November 18, 1983.

The Director and Revenue and Taxation Commissioner Darwin Young met with State Legislators and truckers in Rexburg to discuss issues of mutual concern including the use of the gas tax sticker, truck weights and registration procedures at the Ports-of-Entry. Most of the problems identified occurred in previous years and have been corrected during the past year.

Members of the Associated General Contractors were told by the Director at their annual meeting that the department is planning to let approximately \$64 million in contracts for construction, reconstruction, and resurfacing of Idaho highways during FY84. Two demonstration projects at Swan Valley and Sandpoint will increase that amount by another \$8 million. He encouraged the industry to demonstrate a "good faith effort" in securing qualified DBE (disadvantaged business enterprise) companies to share in the work scheduled for the remainder of the year.

The Director reviewed with the Board his presentation to the Governor on DBE and indicated that the department is considering a

December 7, 1983

request for a waiver to reduce the DBE goal from 10 percent to a range between 6 and 10 percent. He will report to the Board after his meeting with minority groups to discuss that reduction.

Rule Number 39.01.32.09, Refund of Fees for Title Service and Motor Vehicle Registration. The Board Secretary reported that no comments or requests for hearing were received on the subject rule. All details of the Administrative Procedures Act have been followed. The Board therefore adopted Rule 39.01.32.09 and authorized the Board Secretary to distribute same in accordance with section 67-5205 Idaho Code. (ACTION: BOARD SECRETARY)

Selective Traffic Enforcement Project Proposal in Bingham County. The Idaho Traffic Safety Commission members at their August meeting expressed reservations about the advisability of a STEP project in Bingham County. Their concern focused on the capacity of the sheriff's department to properly administer a project. The Office of Highway Safety negotiated with the county and received assurances that the project, if approved, would be properly administered.

The matter was deferred until January to allow time to discuss the project further.

Hearing on Outdoor Advertising Display, Genesee Meats, US-95. After receiving testimony and evidence in the matter, Hearing Officer Lape issued his findings of fact and conclusions of law. The Board reviewed those findings which indicated the sign was illegally erected and maintained.

The Board accepted and adopted the findings of fact, conclusions of law, and the decision of the hearing officer. They signed the final decision and order which as shown as Exhibit C-212 which is made a part hereof with like effect. The Board directed the legal staff to discuss with the owner of Genessee Meats, the alternative options available for signing of the business. (ACTION: CHIEF LEGAL COUNSEL)

After a general discussion of the highway beautification program, the Board questioned the status of the Cheese Factory sign and the Towne House Motel sign both along I-84. They requested a report at the January meeting. (ACTION: DISTRICT THREE ENGINEER)

Relinquishment of a Portion of Old US-95, Project No. F-5115(11). As a result of the realignment project, certain portions of the old highway were abandoned and would revert to the underlying fee owners. Two of the landowners have requested the Board to execute quitclaim deeds to portions of the abandoned right-of-way within their property to clear up any cloud on the title to the abandoned right-of-way. As recommended by the Chief Legal Counsel, the Board executed the quitclaim deeds to Clarence R. Wiks and Mary Ellen Weber.

Engineering Agreement No. E-131, Project No. I-90-1(47)61, I-90. It is necessary to prepare alternate bidding plans for the 4,500-foot viaduct in Wallace. The state is presently designing the post-tensioned, concrete box girder alternative. It is recommended that a consultant be selected to design the steel box girder alternative with post-tensioned deck.

The Board approved Engineering Agreement No. E-131 with Arvid Grant and Associates in a lump amount not to exceed \$976,691.00.

Engineering Agreement No. E-129, Supplement No. 1, Project I-90-1(47)61, I-90. Approximately 1,100 feet of additional core drilling and 500 feet of anchor rod holes are necessary to adequately design a system of stabilization on the Wallace viaduct slopes.

The Board approved Supplement No. 1 with Golder and Associates in the amount not to exceed \$49,590.19.

Engineering Agreement No. E-128, Phase 2, Supplement No. 5, Project Nos. F-FR-3271(36) and F-3271(43), SH-55. Based on data collected under Phase 1, it has been determined that the East Route appears to be feasible for future location of SH-55 in the Horseshoe Bend area. Both the Existing Route and West Route are questionable from the standpoint of durability due to soil and water characteristics.

Due to design characteristics at the summit, it is prudent to lengthen the Spring Valley section and combine the projects into one contract. By combining the design, truck lanes, turnouts, curvature, excavation quantities, right-of-way acquisition and hearings can be integrated and properly developed. In addition project construction scheduling can be more closely followed. The Board approved Supplement No. 5 with McCarter and Tuller, Northern Engineering, and Howard, Needles, Tammen and Bergendoff in the amount not to exceed \$905,400.93.

Aeronautics and Public Transportation Administrator's Report. The Advisory Board reviewed and approved proposed legislation which will increase airmen and aircraft registration fees. At the December 6 meeting, they also discussed the Division's 1983 budget and the request for proposals to develop the airport system plan.

The Director asked that a briefing paper be developed on public transportation needs for presentation to the Governor. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

Board Policy B-06-13, Use of Department Facilities. Requests are increasing for the use of department meeting facilities by other state agencies and private organizations. Chief of Administration Neumayer suggested a revision to the Board Policy to strengthen control. He recommended that each request be examined to determine whether the proposed use would compromise the integrity of a trust fund dedicated to highway purposes. He further indicated the

Administrative Policy would be revised to increase the charge for facilities.

The Board approved and the Chairman signed revised Board Policy B-06-13.

Board Policy B-06-07, Official Highway Map. The cost for 250,000 new highway maps from low bidder Rand-McNally will be 19.8 cents each. The Idaho Division of Economics and Community Affairs agreed to purchase 50,000 maps at a cost of 15 cents each.

Chief of Administration Neumayer recommended the Board Policy be updated from a charge of 10 cents to 15 cents.

The Board agreed and the Chairman signed the revised policy B-06-07.

Board Policy B-20-03, Public Hearings. Federal Regulation 49 CFR 266.15 requires that a state department engaged in state rail planning give the public an opportunity to comment on the plan through the public hearing process and under procedures established by the state for similar programs.

To fulfill this obligation, Chief of Engineering Services Tisdale recommended the policy be revised to include the state rail plan as a subject for public hearings. The Board agreed and the Chairman signed the revised Board Policy B-20-03.

Delegation - Preston City Officials. Mayor Elect, J. D. Williams and Mayor Reed Branchley asked the Board's consideration of accelerating Project No. F-FR-1491(11) to coincide with a city sewer project. The state's project for rehabilitation of State Street (US-91) in the city of Preston is scheduled in the primary program in FY88. The Board indicated they would review the primary program in the first part of 1984 and in the meantime, requested the staff to evaluate the program to determine the impact of accelerating the project. (ACTION: CHIEF OF ENGINEERING SERVICES)

Delegation - Idaho Association of Highway Districts. Ray Oliver, Secretary-Treasurer of the Association, inquired if the Board would endorse State Representative Edward's proposal to fund the Idaho State Police from the General Fund rather than the State Highway Account. While the Board believed in the concept, they had not yet seen the proposal. The staff agreed to meet and discuss any draft with the cities, counties and highway districts.

The Board supported the Association's suggestion of a salaried administrator for cities, counties and highway districts to facilitate communication among those groups and the state. The administrator would be paid from the local's share of highway user revenue.

Ray Oliver indicated the Association would propose legislation to increase Highway Commissioner's salaries and asked if the Board

wanted to be included in that legislation. The Board believed that any salary increase should be included with legislation for other state boards rather than combining it with Highway District Commissioners' salaries.

At their annual meeting, the Association endorsed legislation that would exempt local entities from the gas tax. They however had not yet analyzed the financial impact of that legislation.

Relinquishment of Right-of-Way for a Portion of Whitley Road and a Contiguous Borrow Source, Project No. I-80N-1(3)0. The right-of-way and borrow source were purchased for the subject project which has been completed and is now considered to be excess property.

The Board approved the official minute relinquishing the right-of-way and borrow source to Highway District No. 1, Payette, County. That minute is as shown in Exhibit B-234 which is made a part hereof with like effect.

Relinquishment of a Portion of US-95 Business to the City of Payette. The Board made the decision at the November meeting to remove this section of highway from the system effective January 1, 1984. The Board approved the official minute as shown in Exhibit B-235 which is made a part hereof with like effect.

Relinquishment of a Portion of SH-69 to the City of Kuna. The Board made the decision at the November meeting to remove this section of highway from the system effective January 1, 1984. They signed the official minute as shown in Exhibit B-236 which is made a part hereof with like effect.

Road Closure and Maintenance Agreement with Power County Highway, Project Nos. I-15W-4(17)108 and I-15W-4(21)97, I-86. Maintenance of Frontage Road No. 1 between the Coldwater and Massacre Rock interchanges was discussed with Power County Highway District and the Board during the October tour of East Idaho. An exchange of winter maintenance responsibilities was discussed between the District and Power County Highway District. The County would maintain SH-37 with the state crews assuming responsibility for the frontage road. The maintenance arrangement was unacceptable because the County does not normally clear roads on weekends and their equipment is not designed to plow the full roadway width.

Since no alternative appears available to resolve the problem, the Board directed the staff to proceed with actions to relinquish the frontage road maintenance responsibilities to Power County Highway District. (ACTION: DISTRICT FIVE ENGINEER)

State Highway Administrator's Report. District Three has advised that the Tamarack Mill on US-95 has complied with requests by the Board to reduce activities that appeared to be hazardous to the traveling public.

The District and State Highway Administrator continue to review the alignment of US-95 and US-95 business south of Payette.

Improved activity by the Union Pacific Railroad in recent months has eliminated several rough railroad grade crossings. Chairman Moore asked the staff to evaluate the crossing south of Moscow on US-95 within the city limits. (ACTION: DISTRICT TWO ENGINEER)

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings.

Project No. HES-7063(008)	SH-44 Glenwood-Collister, Boise
Key No. 3198	Rehabilitation and minor
SH-44	widening
Project Length 2.010 Miles	
Project No. I-80N-4(24)221	Salt Lake Interchange, Cotterel
Key No. 1985	WBL
I-84	Rehabilitation and minor
Project Length 7.69 Miles	widening
Project No. FR-4201(46)	Arrow-Cherry Lane Bridge
Key No. 2630	Widen, plant mix overlay
US-12	
Project Length 5.326 Miles	

Bids. The Board acknowledged actions of the State Highway Administrator in accordance with Board Policy B-14-05 on the following construction bid:

Building Numbers 3311, 3312, 3313, 3315, 3319, and 3320 - the work consists of replacing and modifying the heating equipment controls, firing devices and air circulating units to increase the efficiency of heating plants at the various specified buildings in Ada County; State financed project. The contract was approved for award to Drake Plumbing and Heating Company, Inc., Boise, Idaho, the only bidder in the amount of \$37,570.00.

Right-of-way Use Permit No. 1-84-44, Project No. F-FG-5116(23), US-95. The applicants wish to relocate the unrestricted approach to better fit their proposed shopping center.

It was recommended by Chief of Highway Operations Cox, the Board approved the relocation and signed the right-of-way use permit.

Initiation of Negotiations, Project No. I-90-1(89)16, Parcel No. 31, I-90. The Board approved the recommendation of the Chief of Highway Operations to proceed with the acquisition of subject parcel which is in excess of \$80,000 fair market value (FMV), and granted additional authority to settle the parcel within 10 percent over FMV if necessary.

Initiation of Negotiations, Project No. I-90-1(138)14, Parcel No. 23, I-90. The Board approved the staff recommendation to proceed with acquisition of the subject parcel which is in excess of \$80,000 fair market value (FMV), and granted additional authority to settle the parcel within 10 percent over FMV if necessary.

ITD/IMTA Study of High Fixed Registration Fees to Replace Existing Weight-Distance Structure. The exhaustive study produced registration fee structures to replace the existing weight-distance approach. Western Highway Institute endorsed the methodology but did not agree with ITD figures of operators who would not reregister because of prohibitive registration fees.

The Board deferred action on the study until the January meeting and asked staff to provide the complete fee structure.
(ACTION: ACTING CHIEF OF MOTOR VEHICLES)

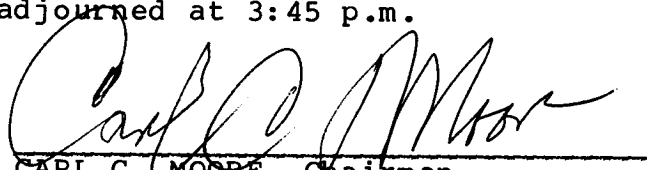
Microfilming Records Pertaining to Certificates of Title. Section 49-408, Idaho Code requires that all records pertaining to certificates of title shall be retained for not less than seven years. Concurrently, the Motor Vehicle Bureau has manual title files that date back to 1956. The Bureau would like to microfilm records prior to 1976 but is concerned about serving the public interest who has come to expect title files dating back further than seven years.

Discussion centered on the state's responsibility for maintaining records. The staff asked to defer the matter until the February meeting to allow such time to explore existing methods of retention. (ACTION: ACTING CHIEF OF MOTOR VEHICLES)

Rule No. 39.01.32.10, Issuance of Salvage Certificates for a Destroyed Vehicle. The state currently does not have a procedure requiring an inspection of vehicles rebuilt from salvage before the Idaho title is issued. This lack of control has targeted Idaho as a prime location for "laundering" of titles on salvage vehicles.

To protect the public welfare, the Board adopted Rule No. 39.01.32.10 on an emergency basis effective December 7, 1983. The Board authorized the Board Secretary to proceed with permanent adoption through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

WHEREUPON, the Board meeting adjourned at 3:45 p.m.


CARL C. MOORE, Chairman
IDAHO TRANSPORTATION BOARD

Read and approved
January 11, 1984
Boise, Idaho

December 7, 1983


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SUPPLEMENT TO THE DECEMBER 1983 MEETING
OF THE IDAHO TRANSPORTATION BOARD
December 13, 1983

Through telephone contact with Board Chairman Carl C. Moore, Vice-Chairman Lloyd F. Barron and Member Roy I. Stroschein on December 13, 1983, the R/W Supervisor for the Wallace Project obtained approval of the following:

Commence negotiations with Union Pacific Railroad for right-of-way needed on the Wallace Project which is evaluated in excess of \$80,000.00.

Project No. I-90-I(47)61


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved

January 11, 1984
Boise, Idaho